

**KING**

# POPEYE

## and

# TRANSPORTATION CAREERS

APPROVED  
BY THE  
COMICS  
CODE  
AUTHORITY

Geo Wildman



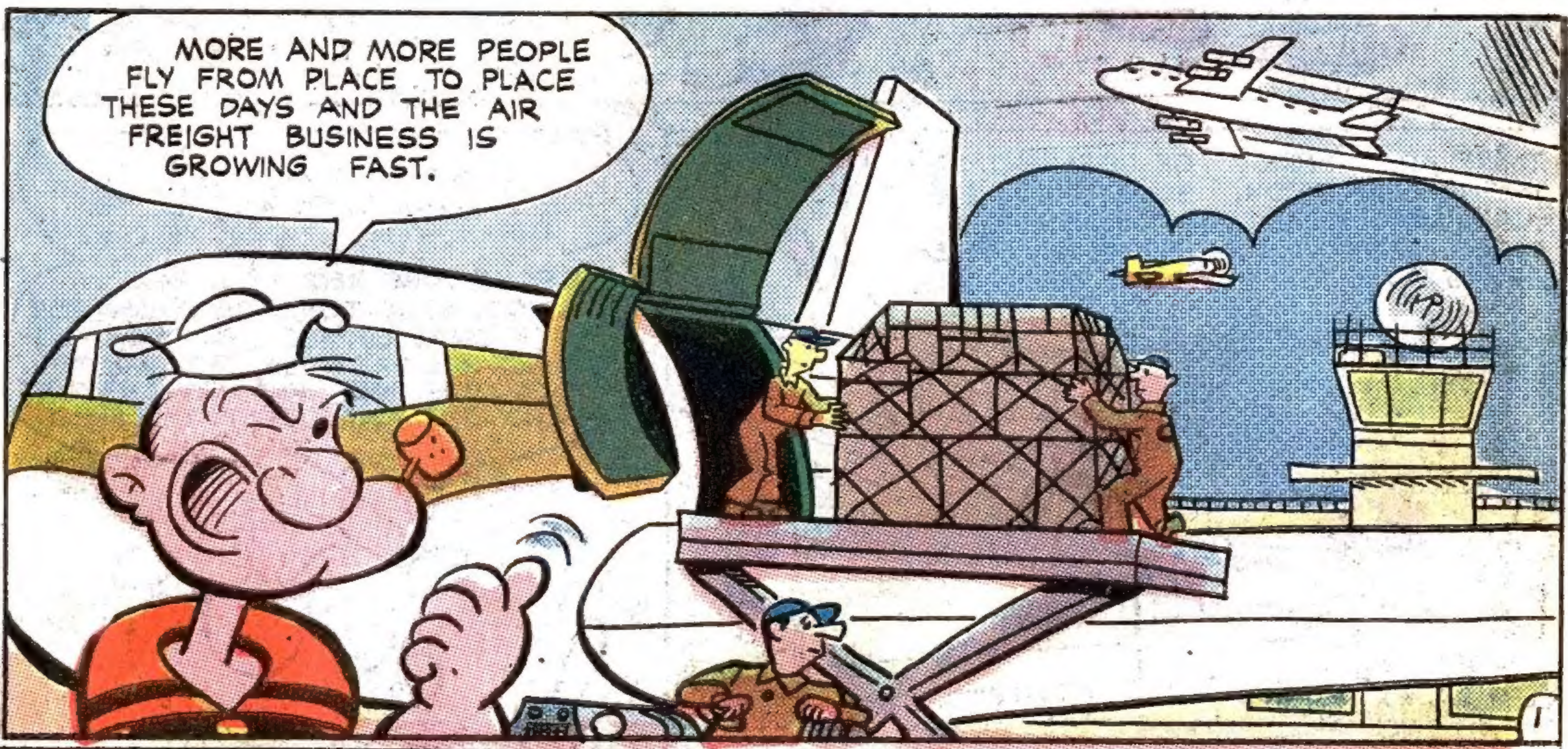
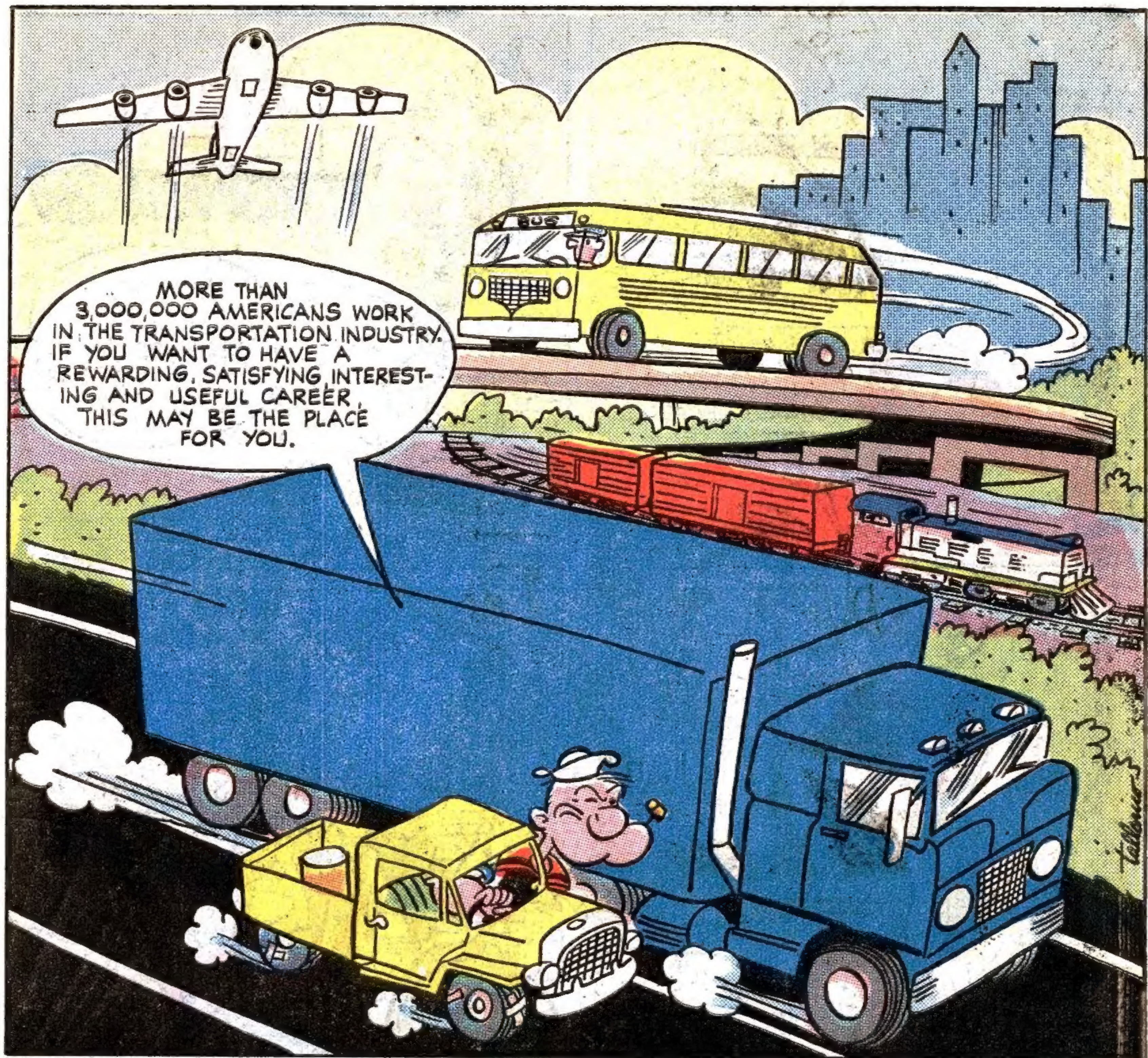
TRANSPORTATION  
TODAY IS CHANGING  
....GOT ME IN A  
**WHIRL!**



WRITER:  
JOE GILL

ARTIST:  
TONY TALLARICO

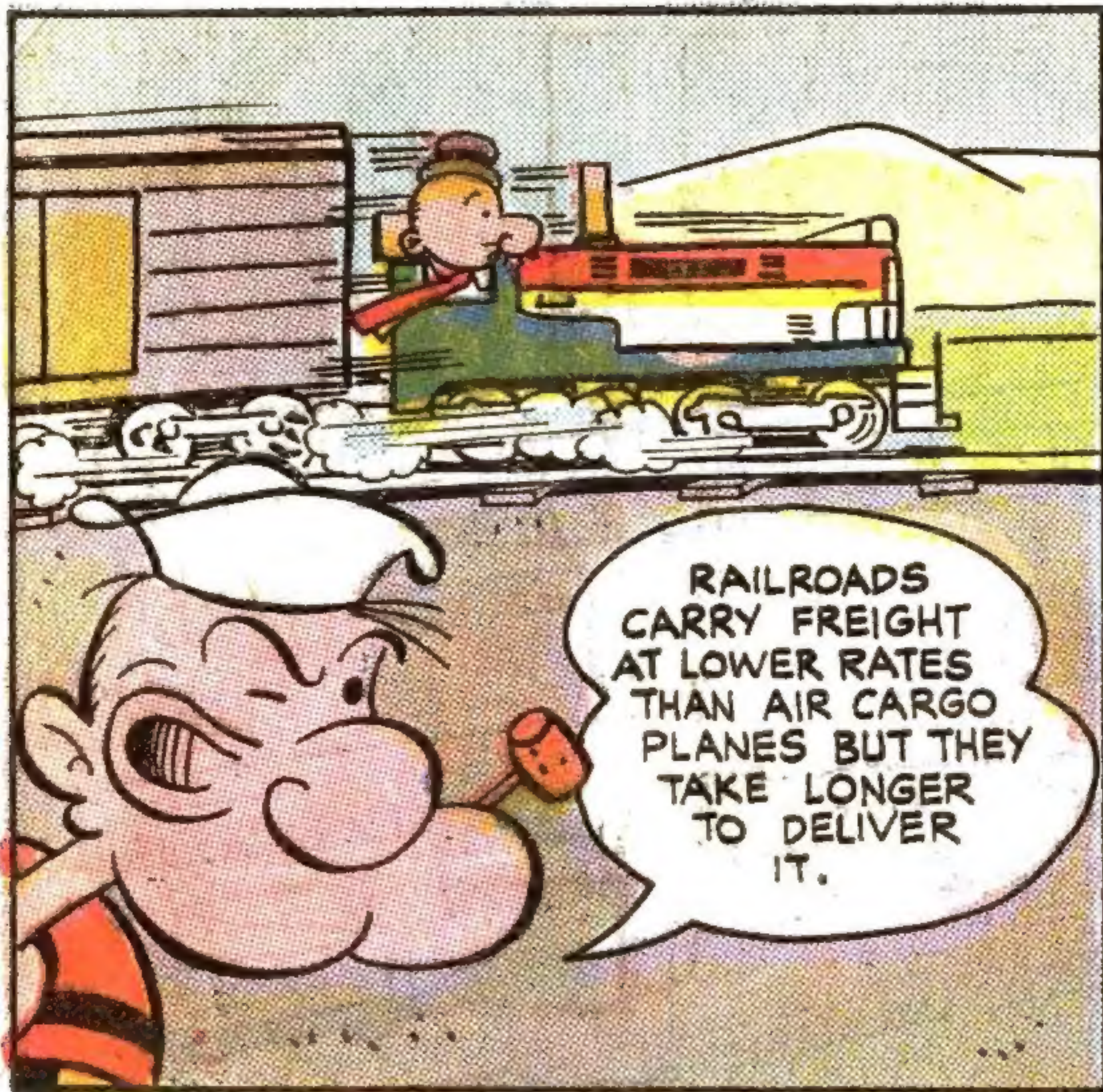




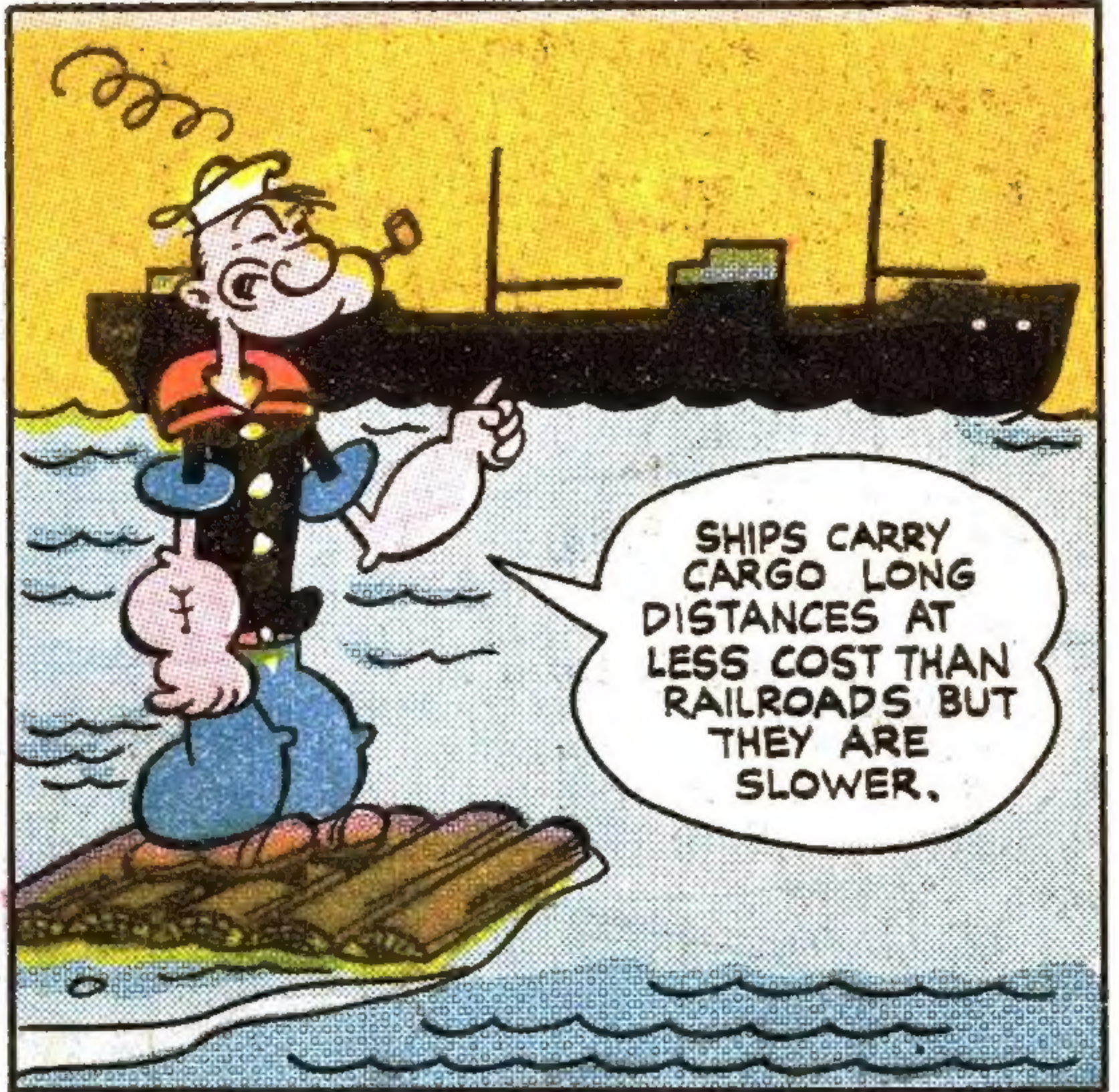
POPEYE E-4

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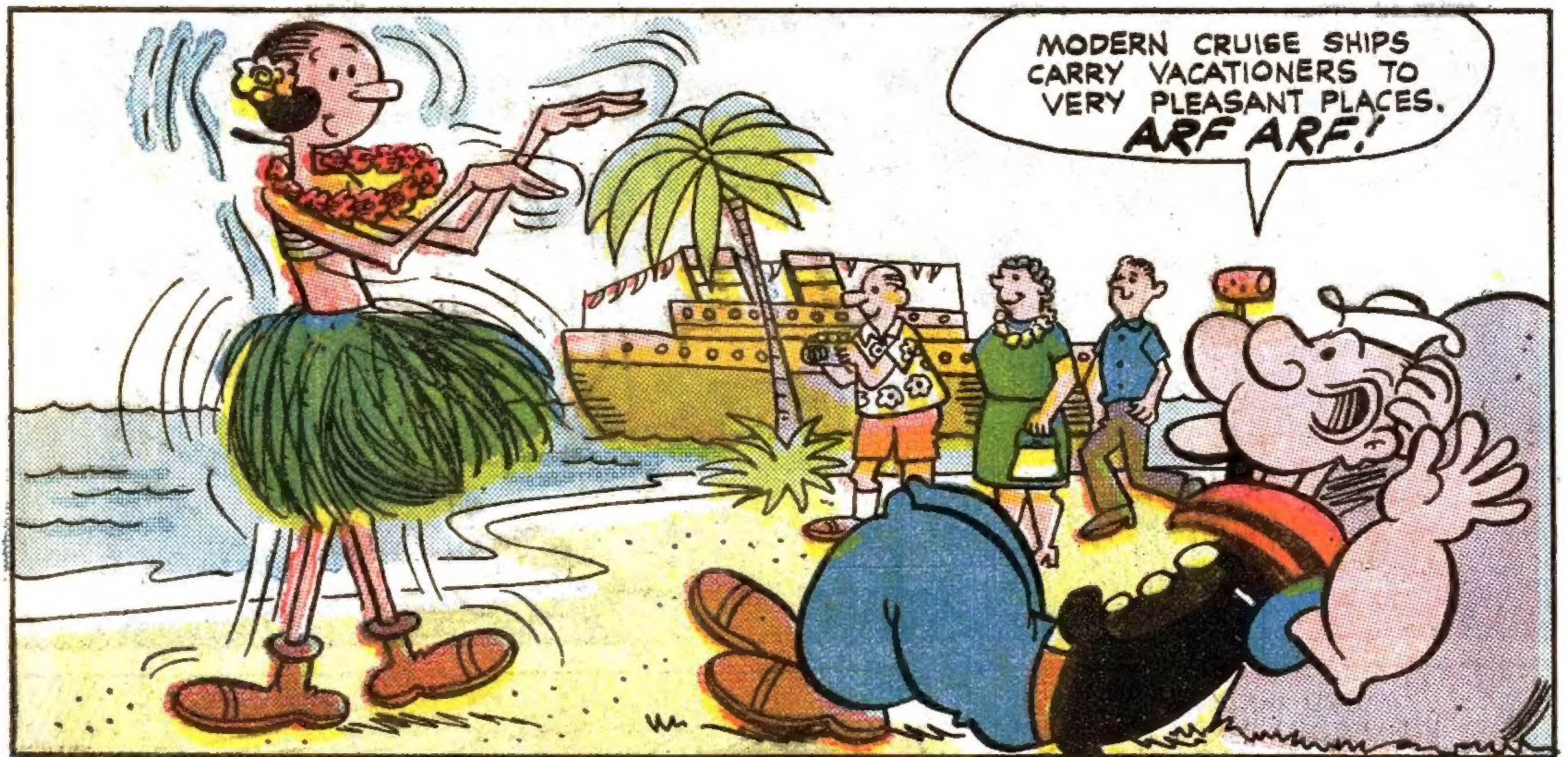




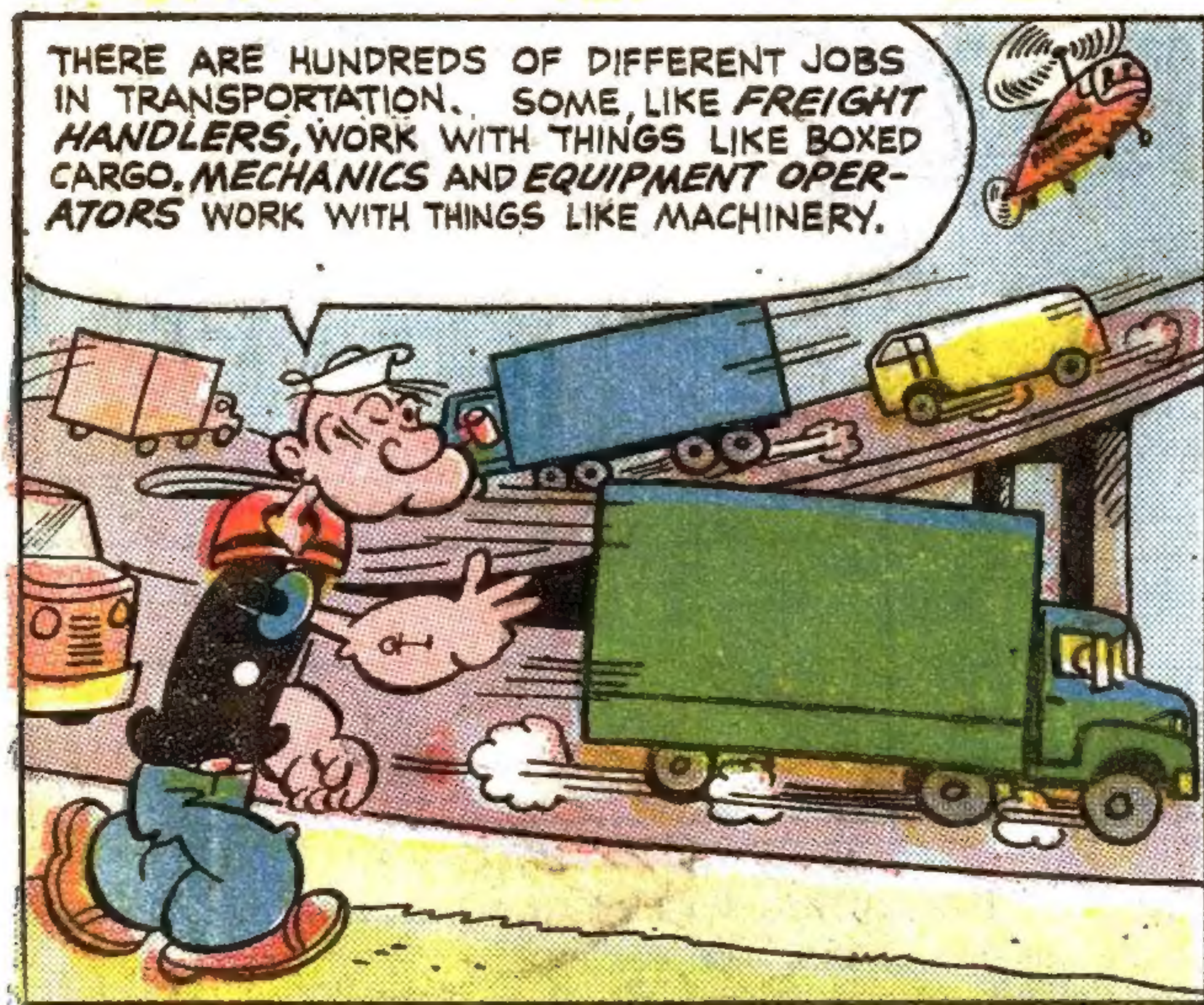
RAILROADS  
CARRY FREIGHT  
AT LOWER RATES  
THAN AIR CARGO  
PLANES BUT THEY  
TAKE LONGER  
TO DELIVER  
IT.



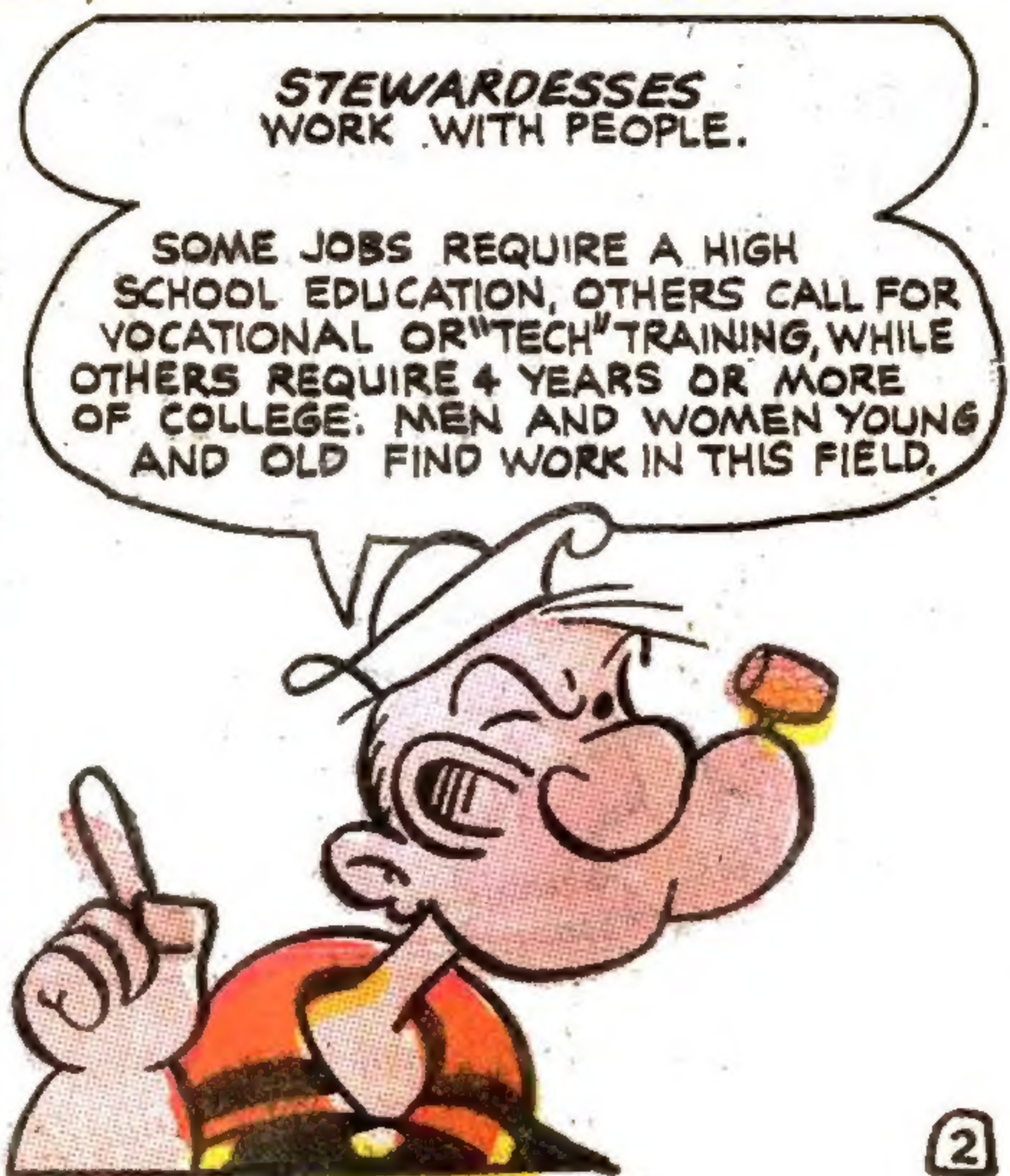
SHIPS CARRY  
CARGO LONG  
DISTANCES AT  
LESS COST THAN  
RAILROADS BUT  
THEY ARE  
SLOWER.



MODERN CRUISE SHIPS  
CARRY VACATIONERS TO  
VERY PLEASANT PLACES.  
**ARF ARF!**



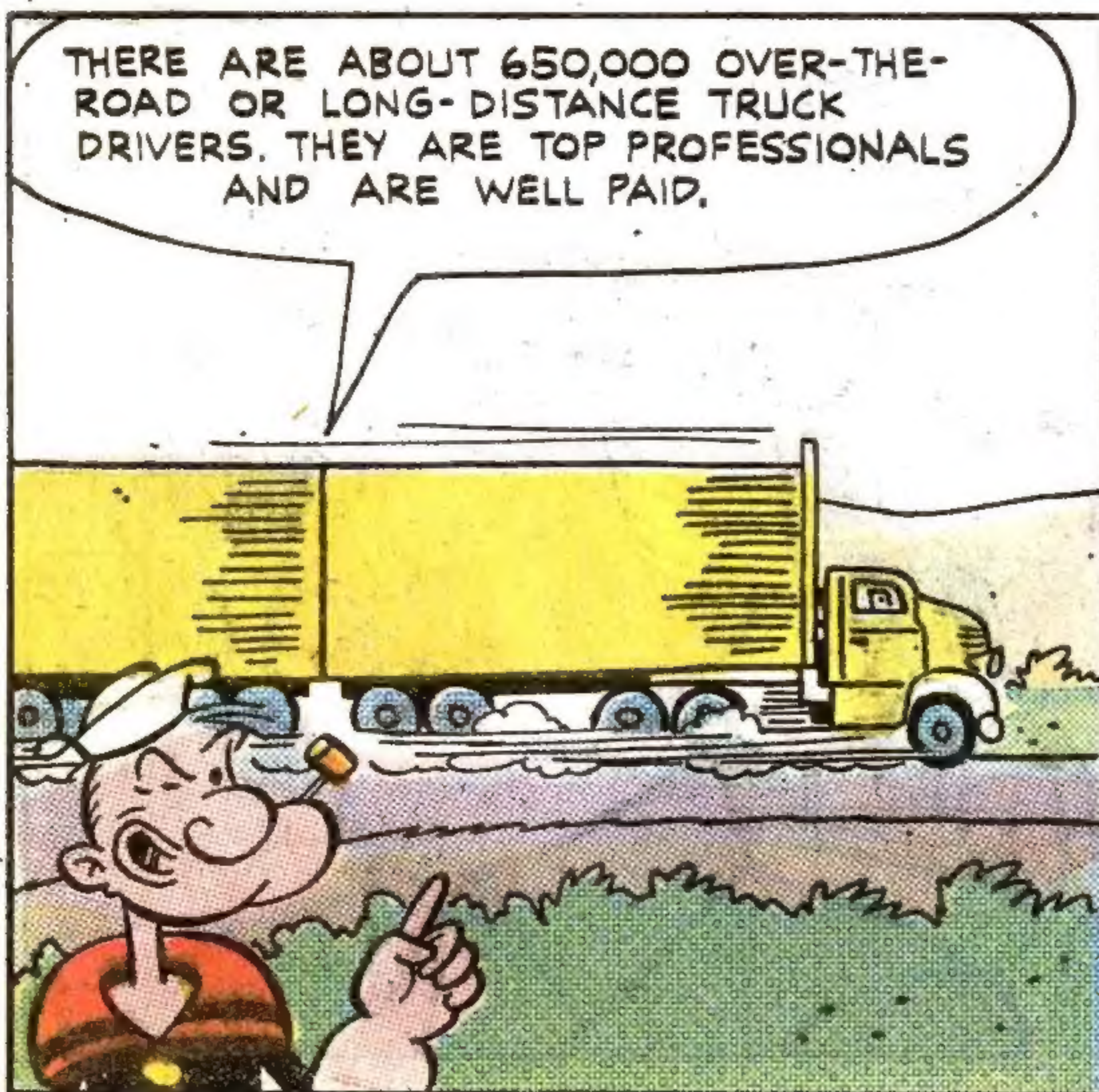
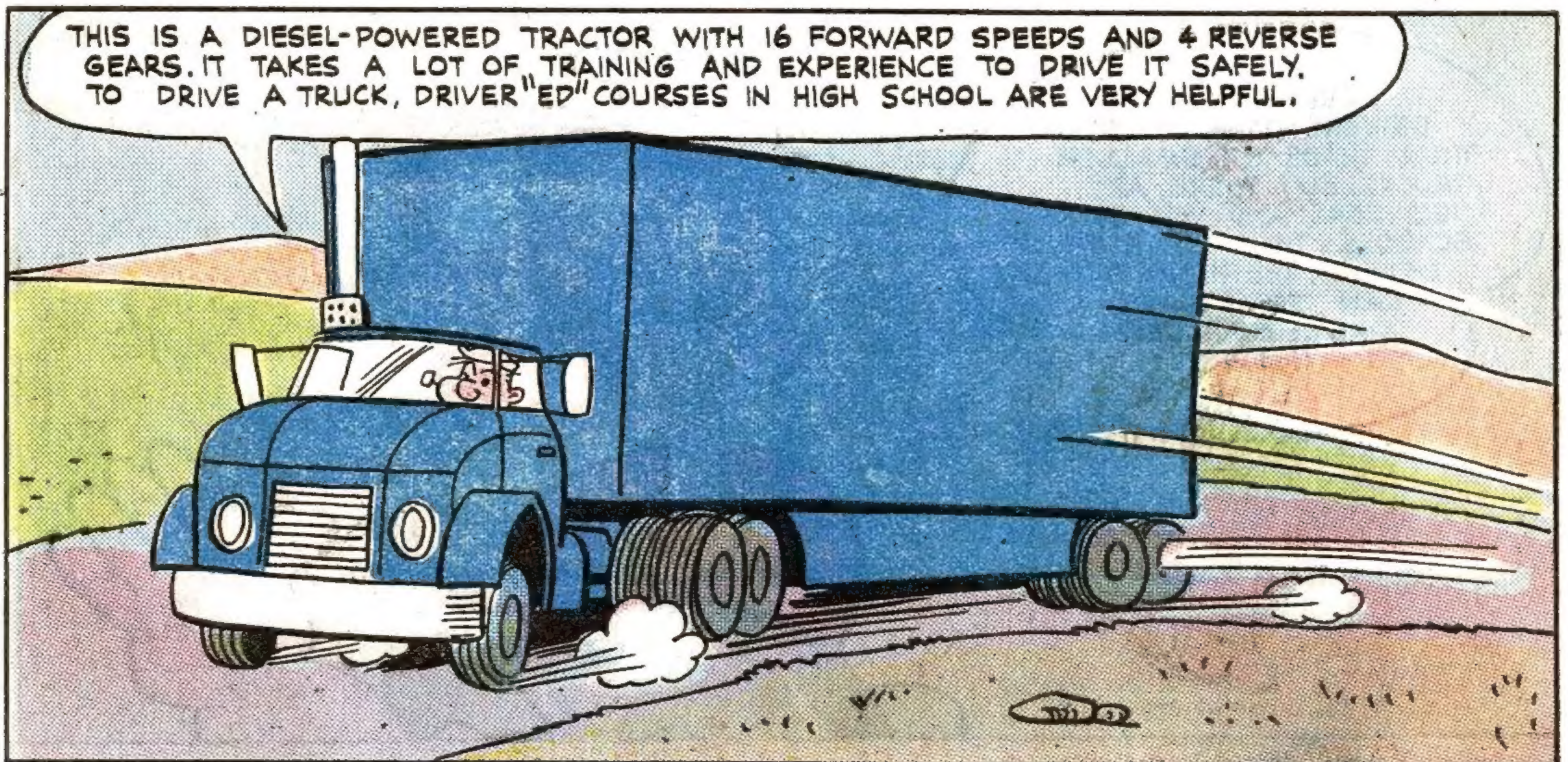
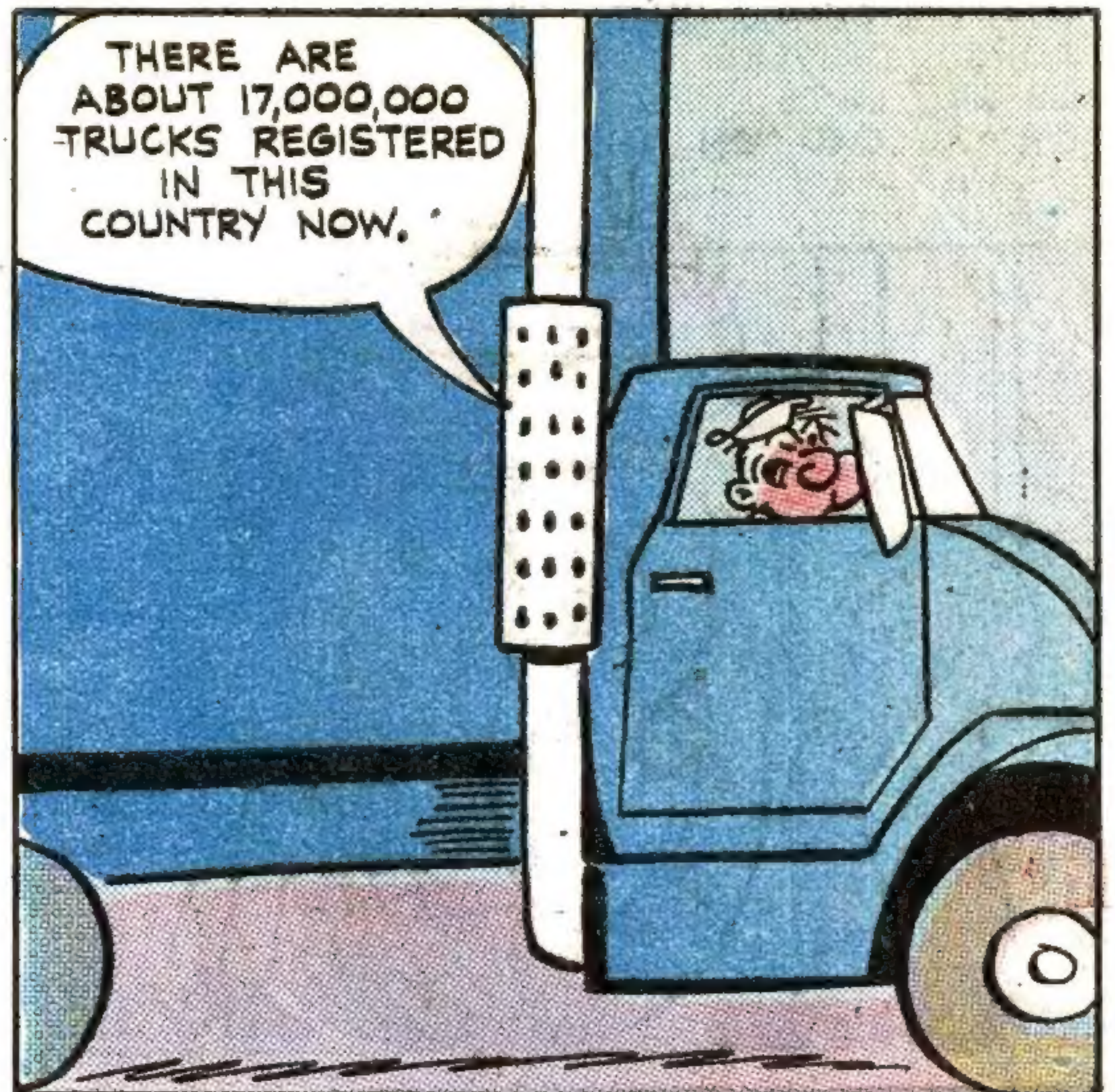
THERE ARE HUNDREDS OF DIFFERENT JOBS  
IN TRANSPORTATION. SOME, LIKE **FREIGHT  
HANDLERS**, WORK WITH THINGS LIKE BOXED  
CARGO. **MECHANICS** AND **EQUIPMENT OPER-  
ATORS** WORK WITH THINGS LIKE MACHINERY.



**STEWARDESSES**  
WORK WITH PEOPLE.

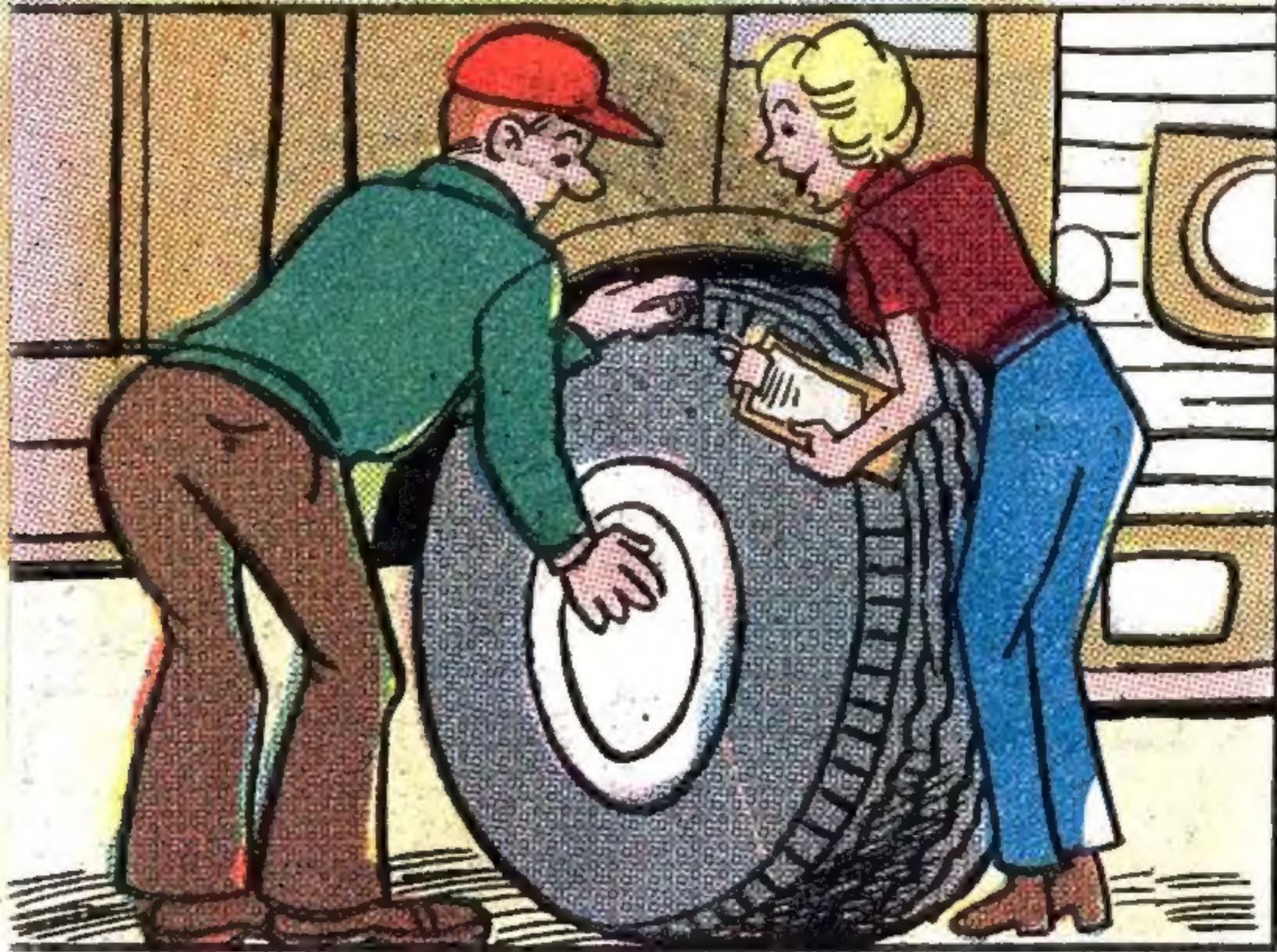
SOME JOBS REQUIRE A HIGH  
SCHOOL EDUCATION, OTHERS CALL FOR  
VOCATIONAL OR "TECH" TRAINING, WHILE  
OTHERS REQUIRE 4 YEARS OR MORE  
OF COLLEGE. MEN AND WOMEN YOUNG  
AND OLD FIND WORK IN THIS FIELD.







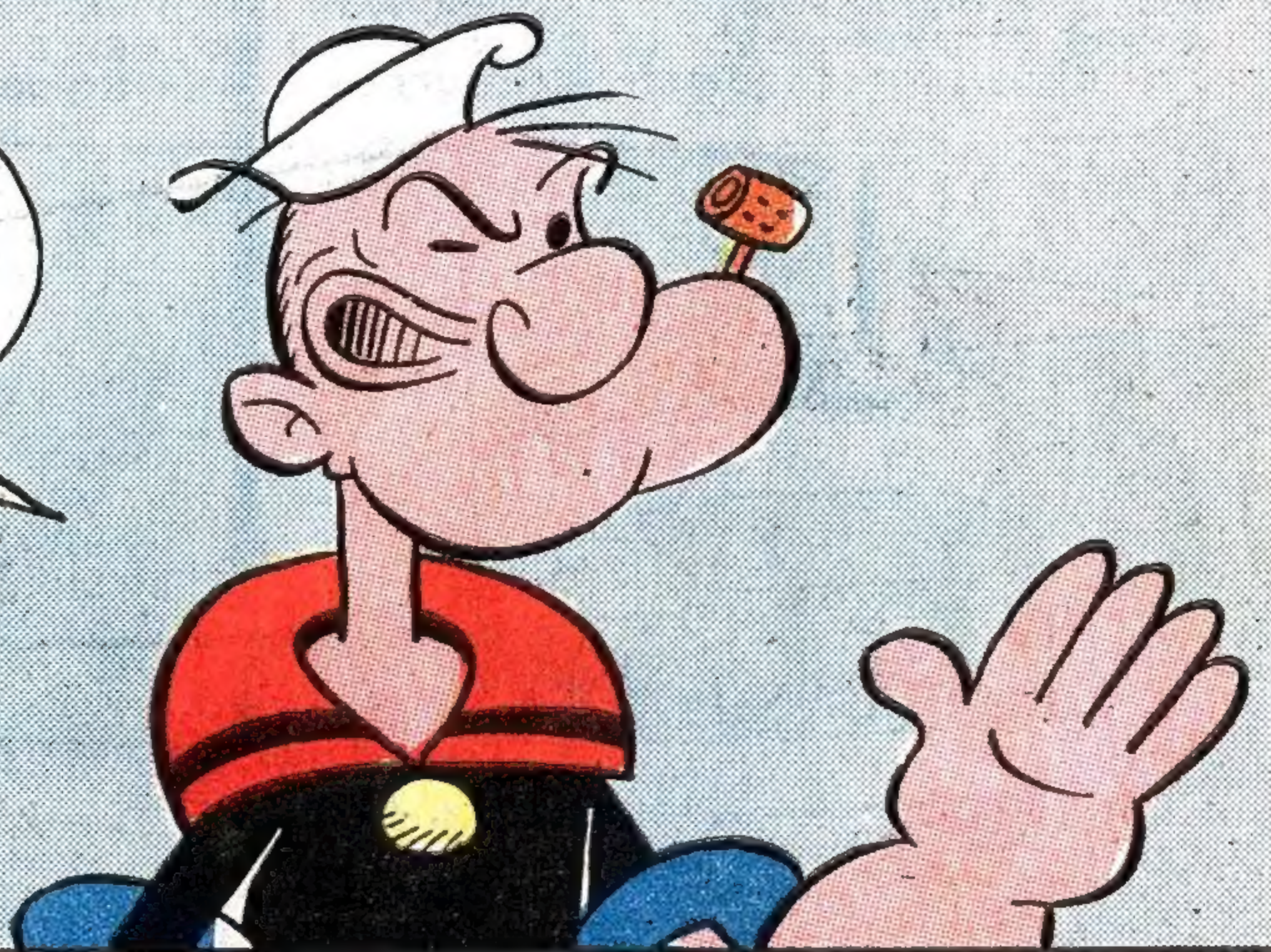
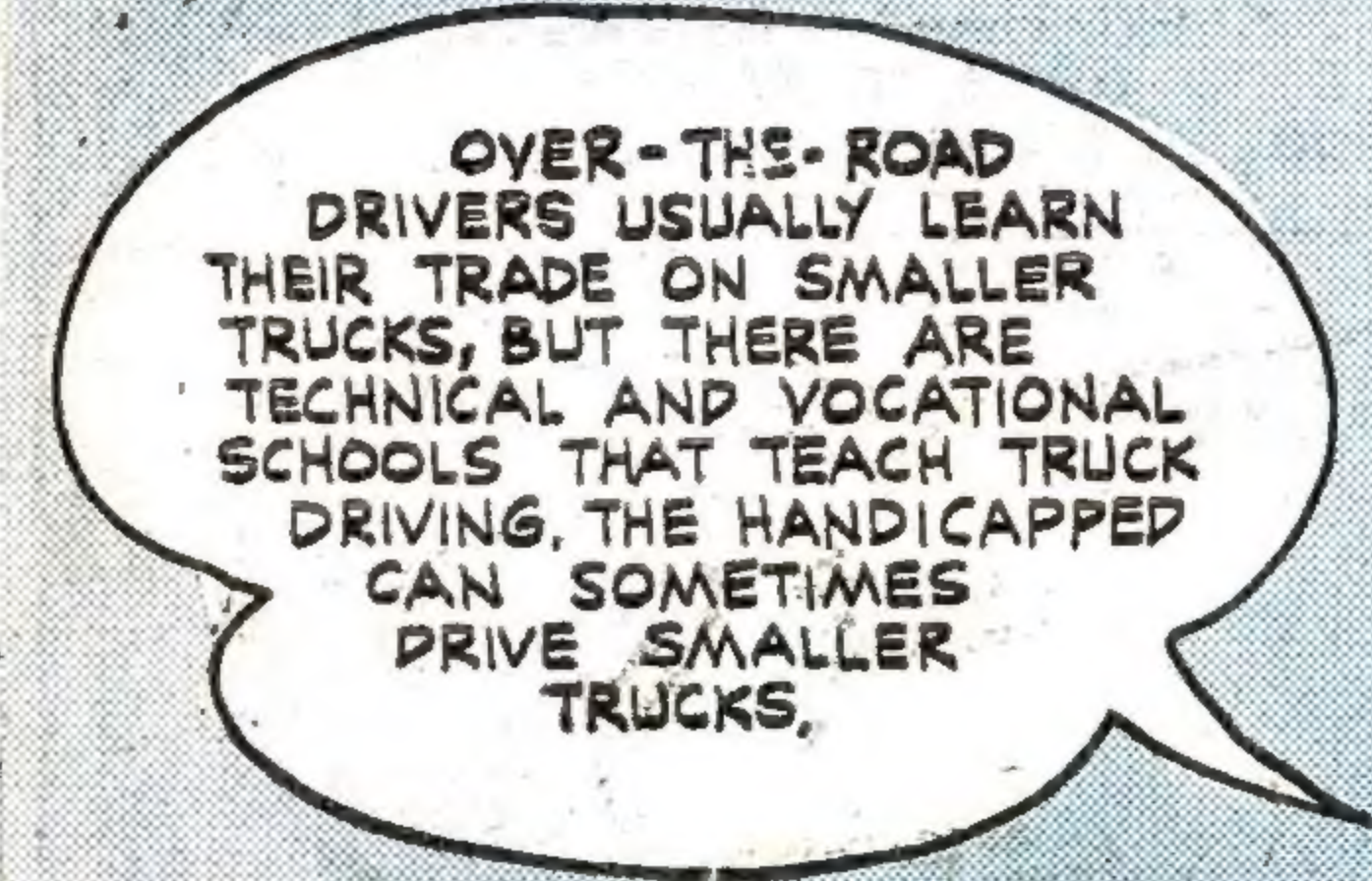
**T**HE U.S. DEPARTMENT OF TRANSPORTATION REQUIRES DRIVERS TO INSPECT THEIR TRUCKS BEFORE LONG TRIPS. THEY MAINTAIN A LOG OR RECORD ON THE EQUIPMENT.



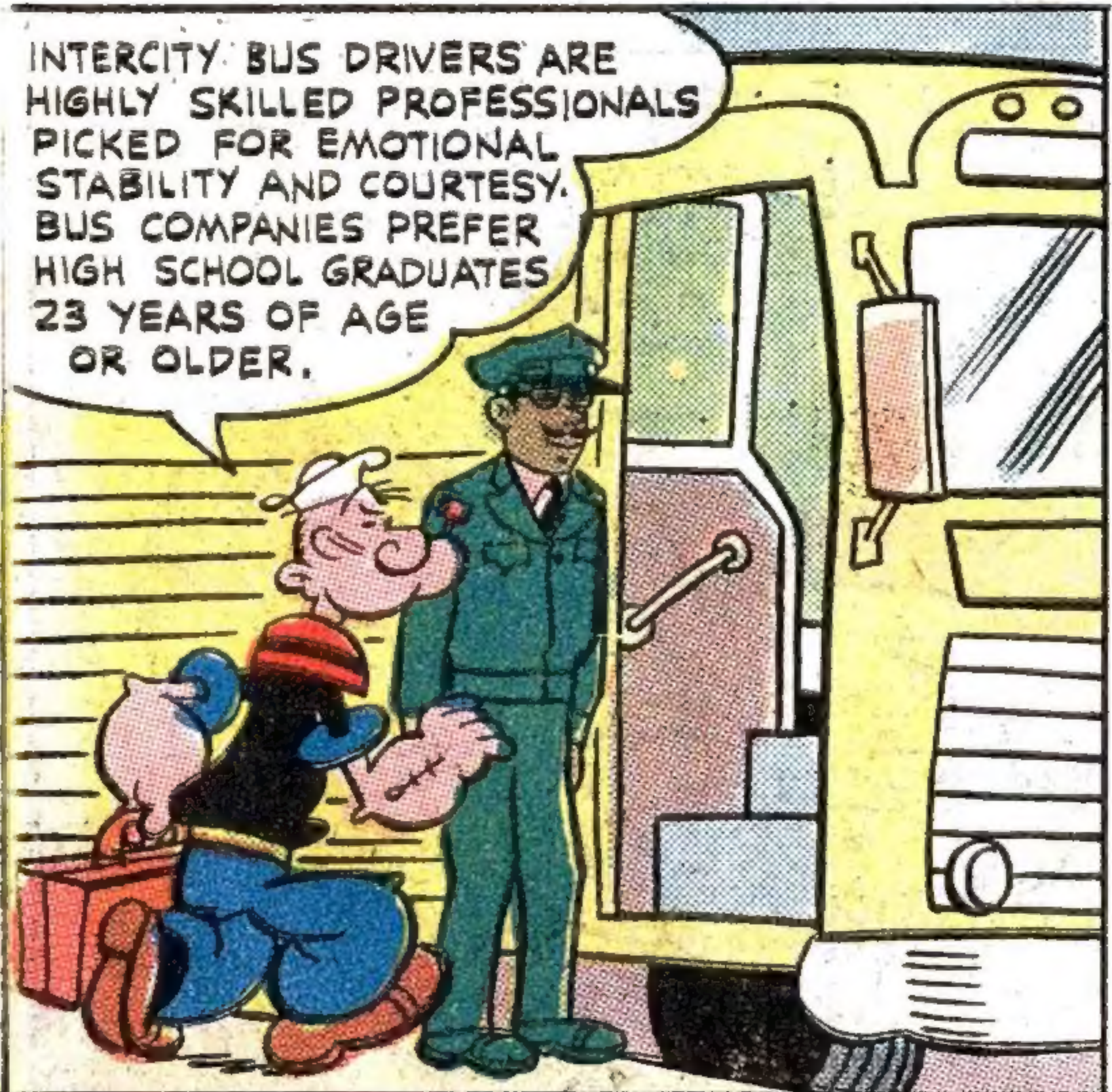
THE USDT REQUIRES OVER-THE-ROAD DRIVERS TO BE OVER 21, ABLE-BODIED, WITH GOOD EYES AND EARS. THEY MUST ALSO BE ABLE TO READ AND SPEAK ENGLISH AND HAVE ONE YEAR'S EXPERIENCE DRIVING.



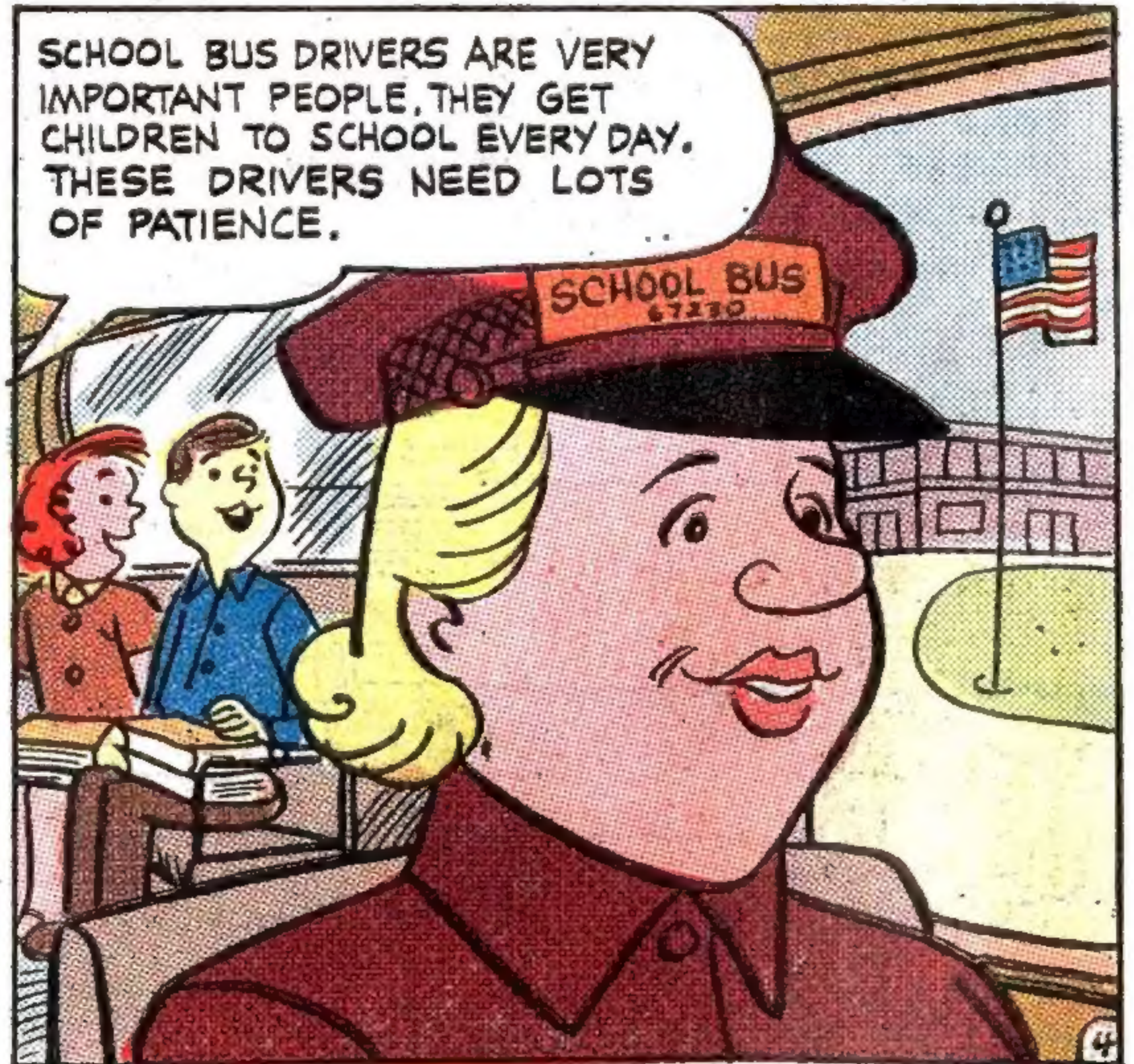
OVER-THE-ROAD DRIVERS USUALLY LEARN THEIR TRADE ON SMALLER TRUCKS, BUT THERE ARE TECHNICAL AND VOCATIONAL SCHOOLS THAT TEACH TRUCK DRIVING. THE HANDICAPPED CAN SOMETIMES DRIVE SMALLER TRUCKS.



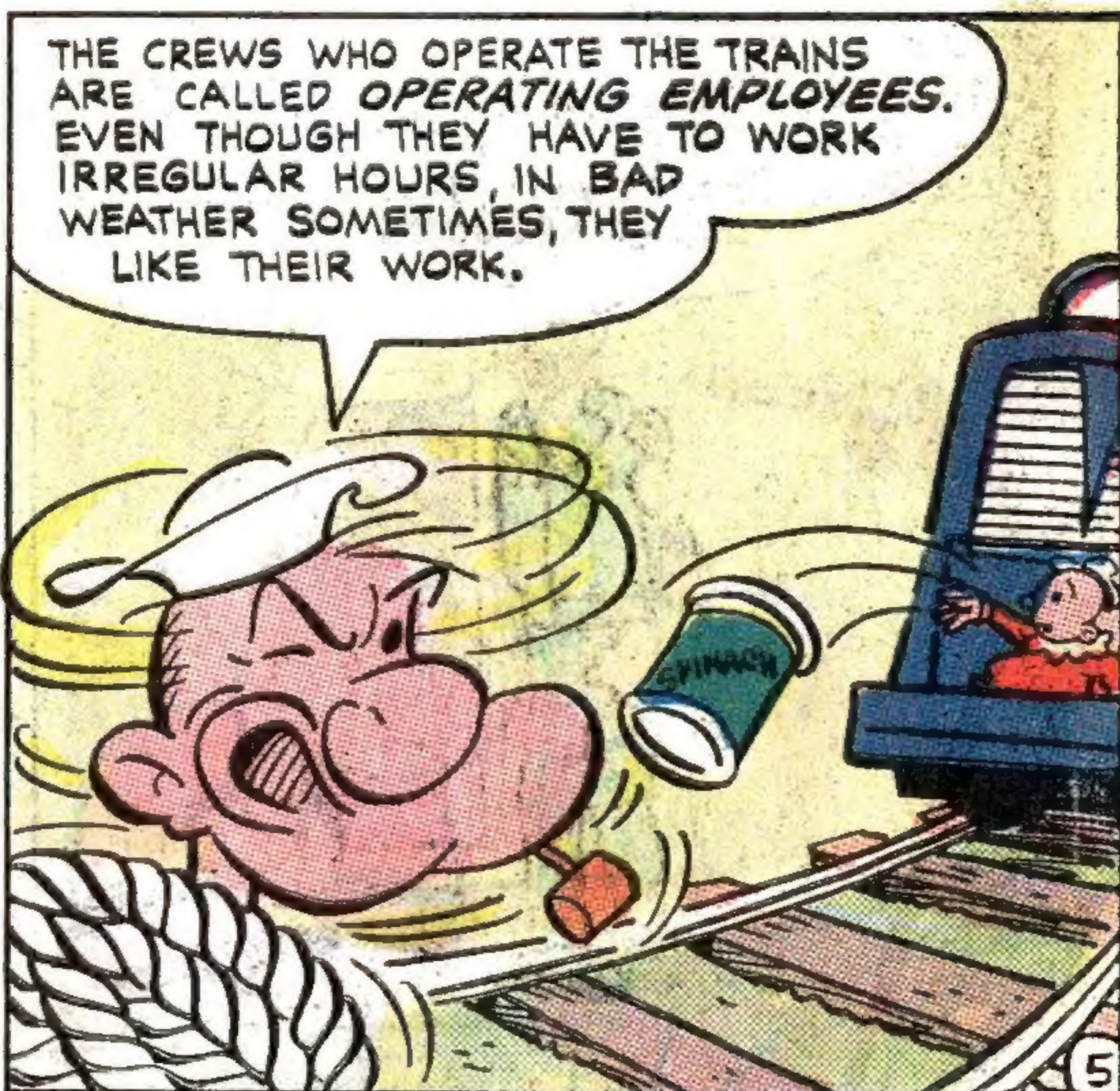
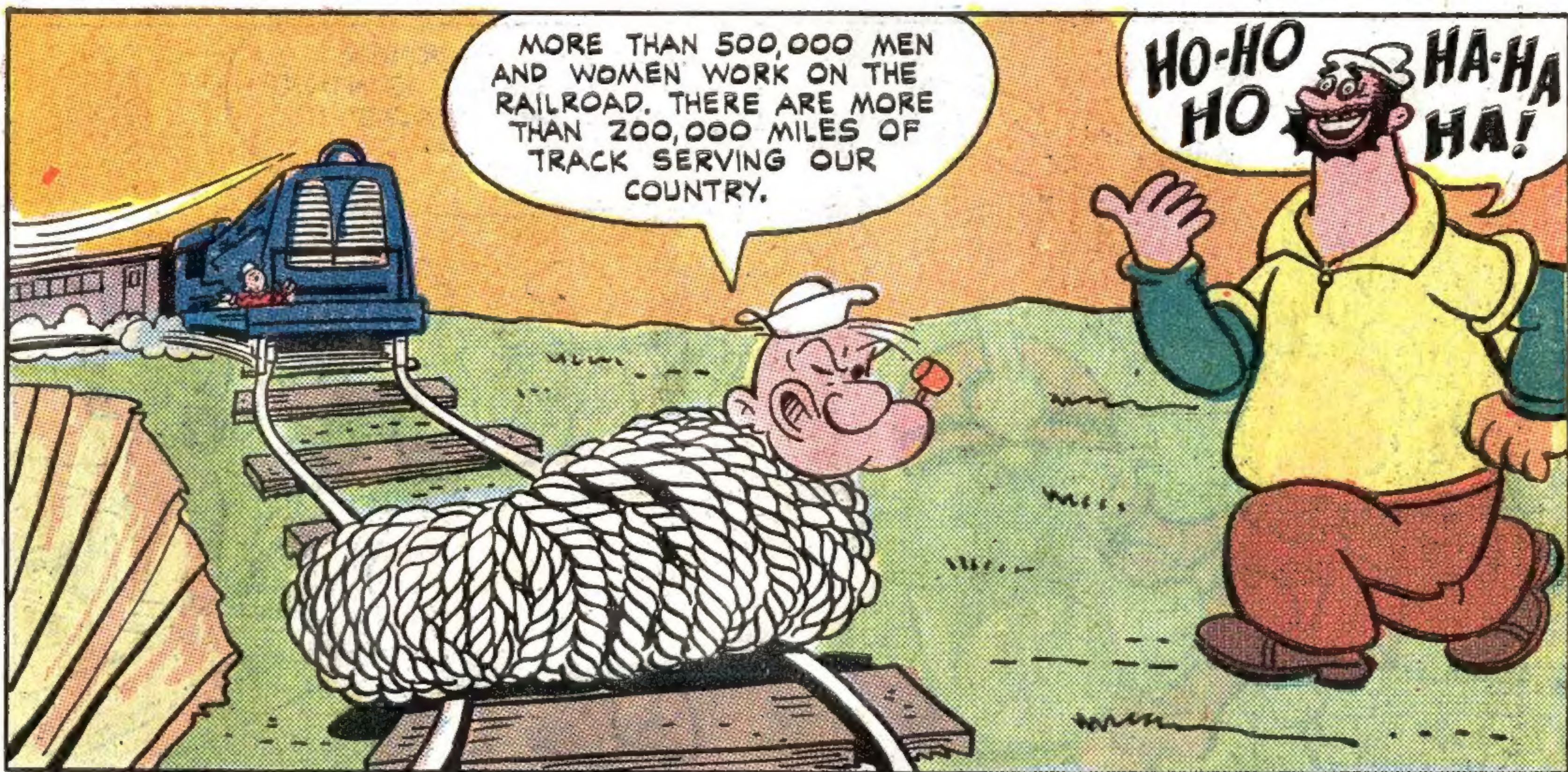
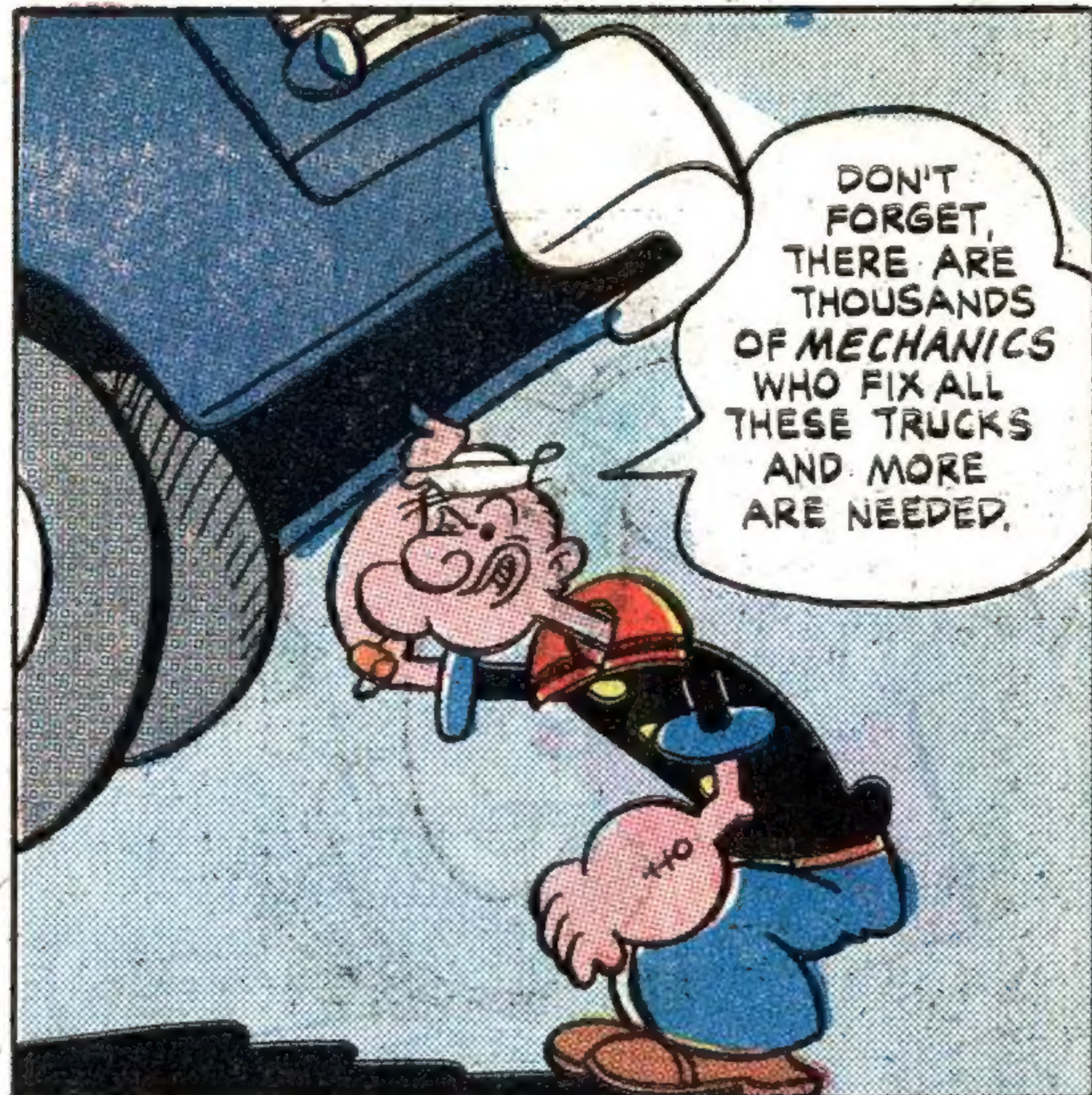
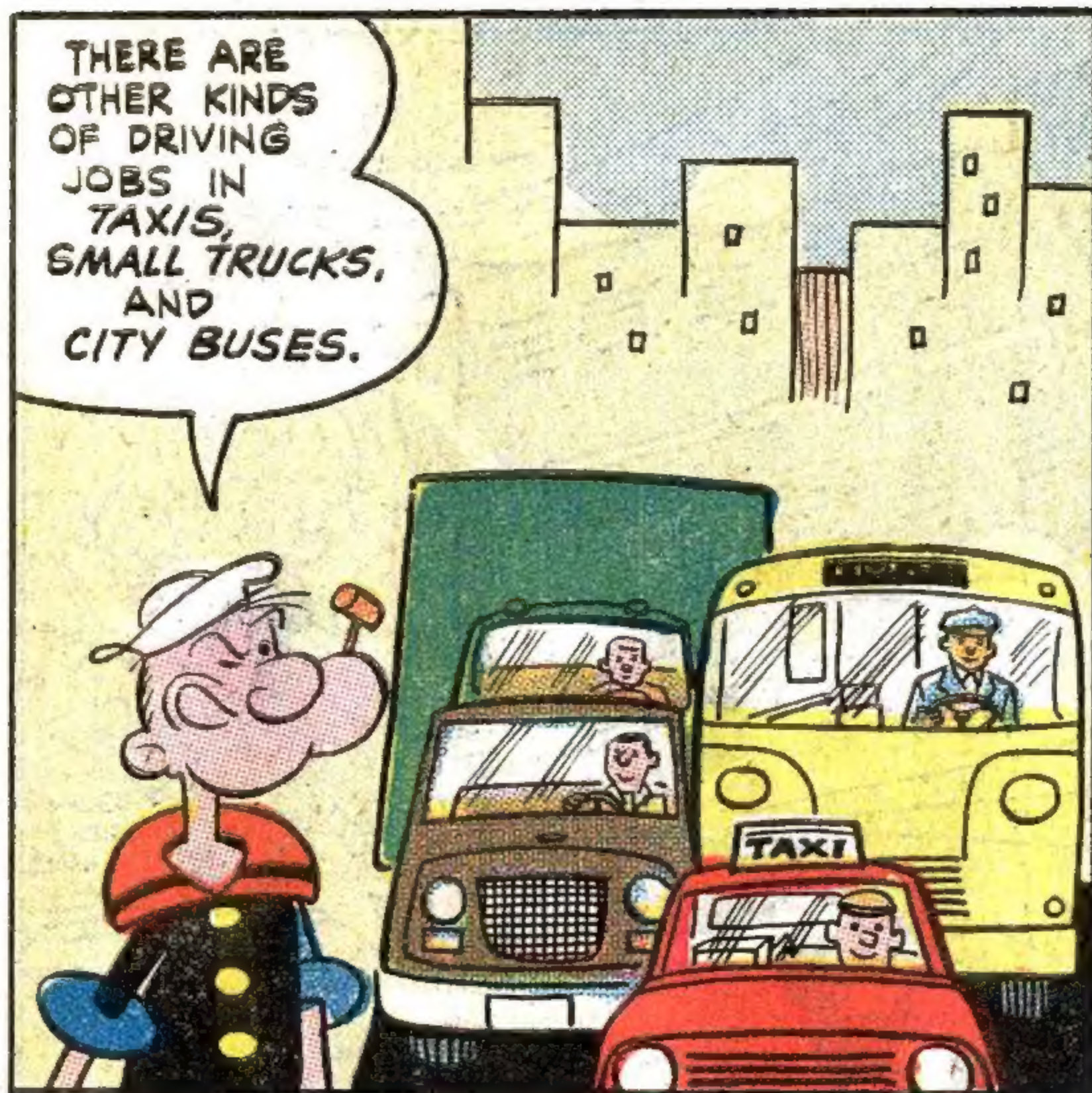
INTERCITY BUS DRIVERS ARE HIGHLY SKILLED PROFESSIONALS PICKED FOR EMOTIONAL STABILITY AND COURTESY. BUS COMPANIES PREFER HIGH SCHOOL GRADUATES 23 YEARS OF AGE OR OLDER.



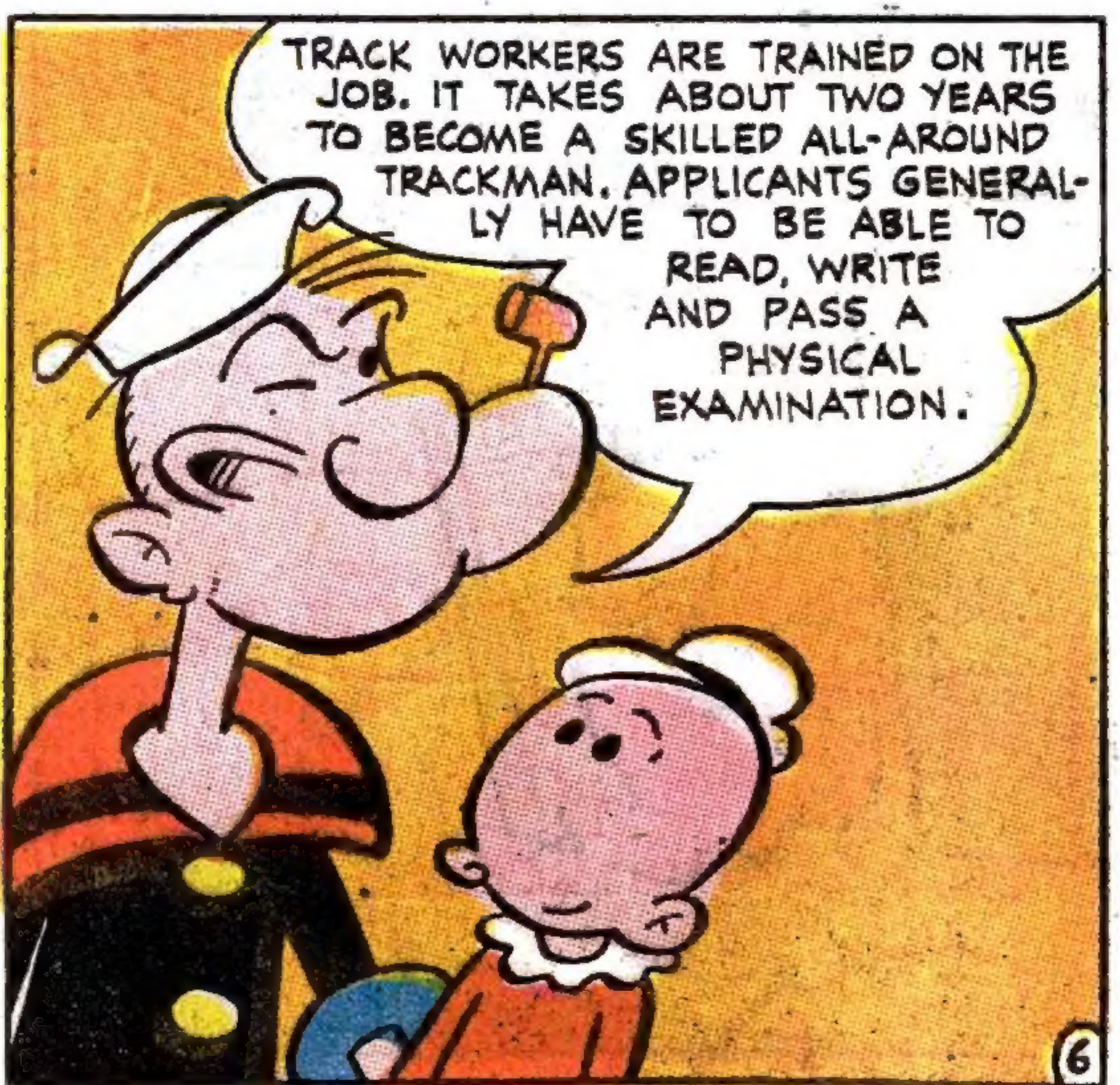
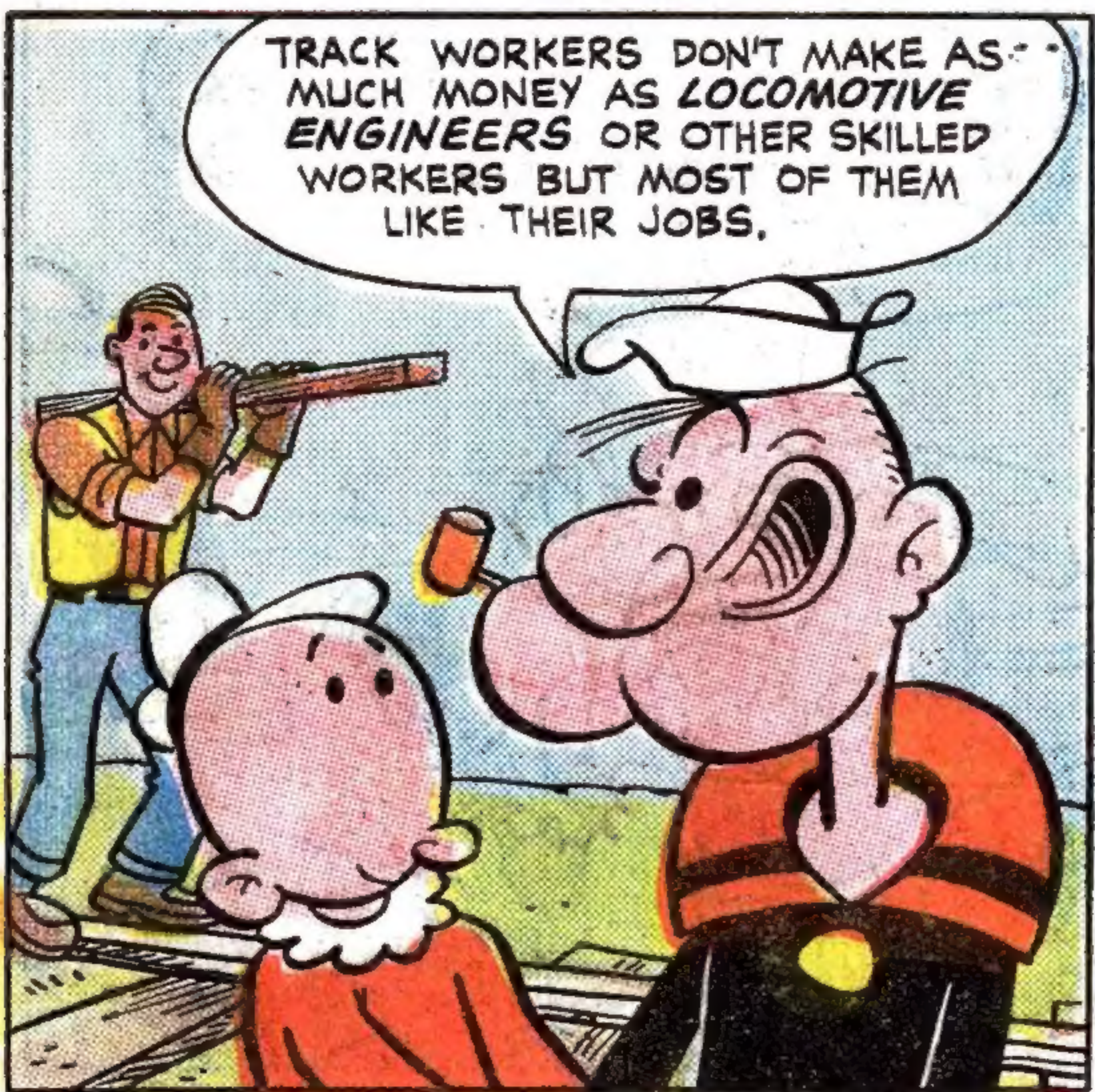
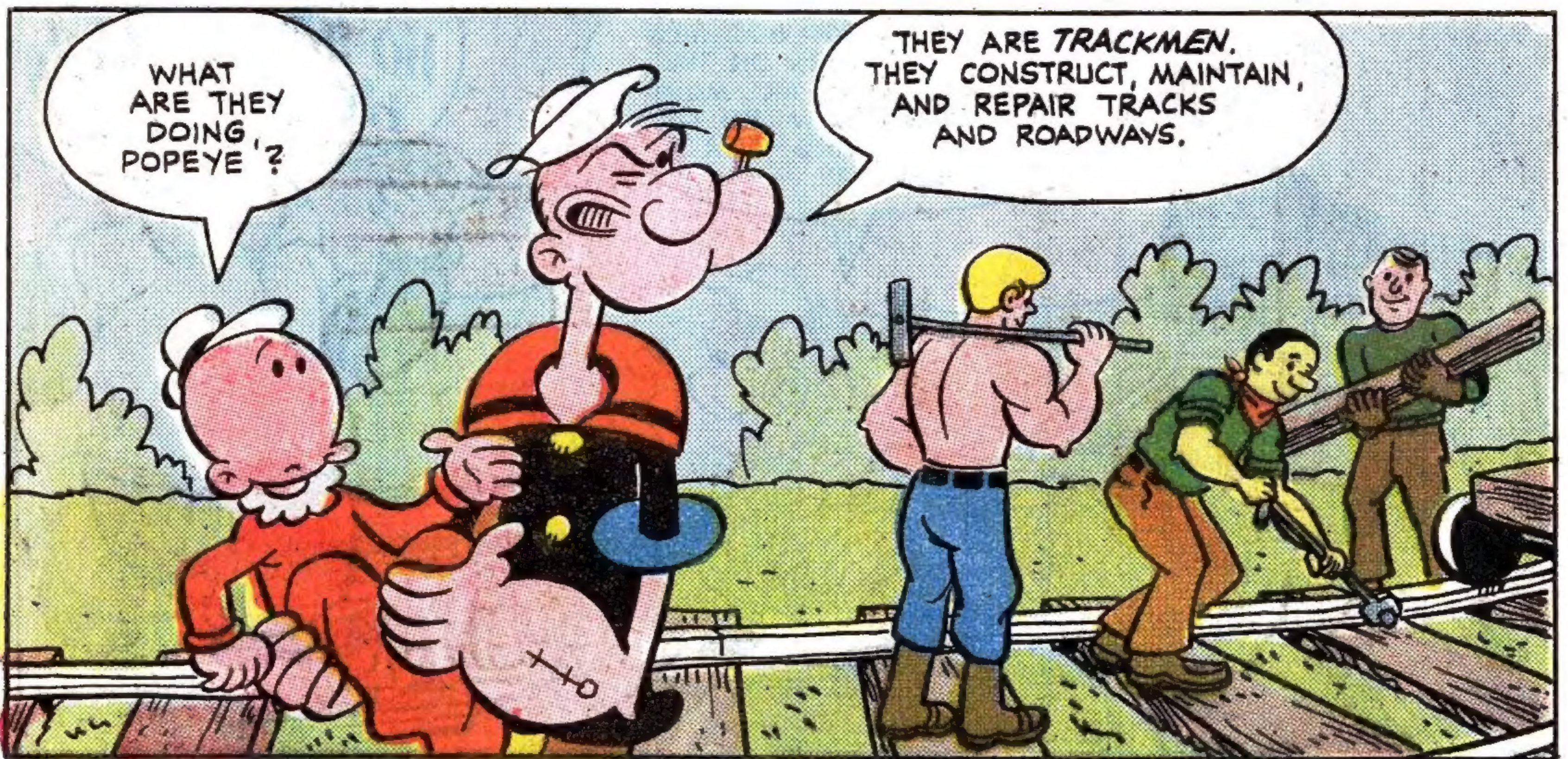
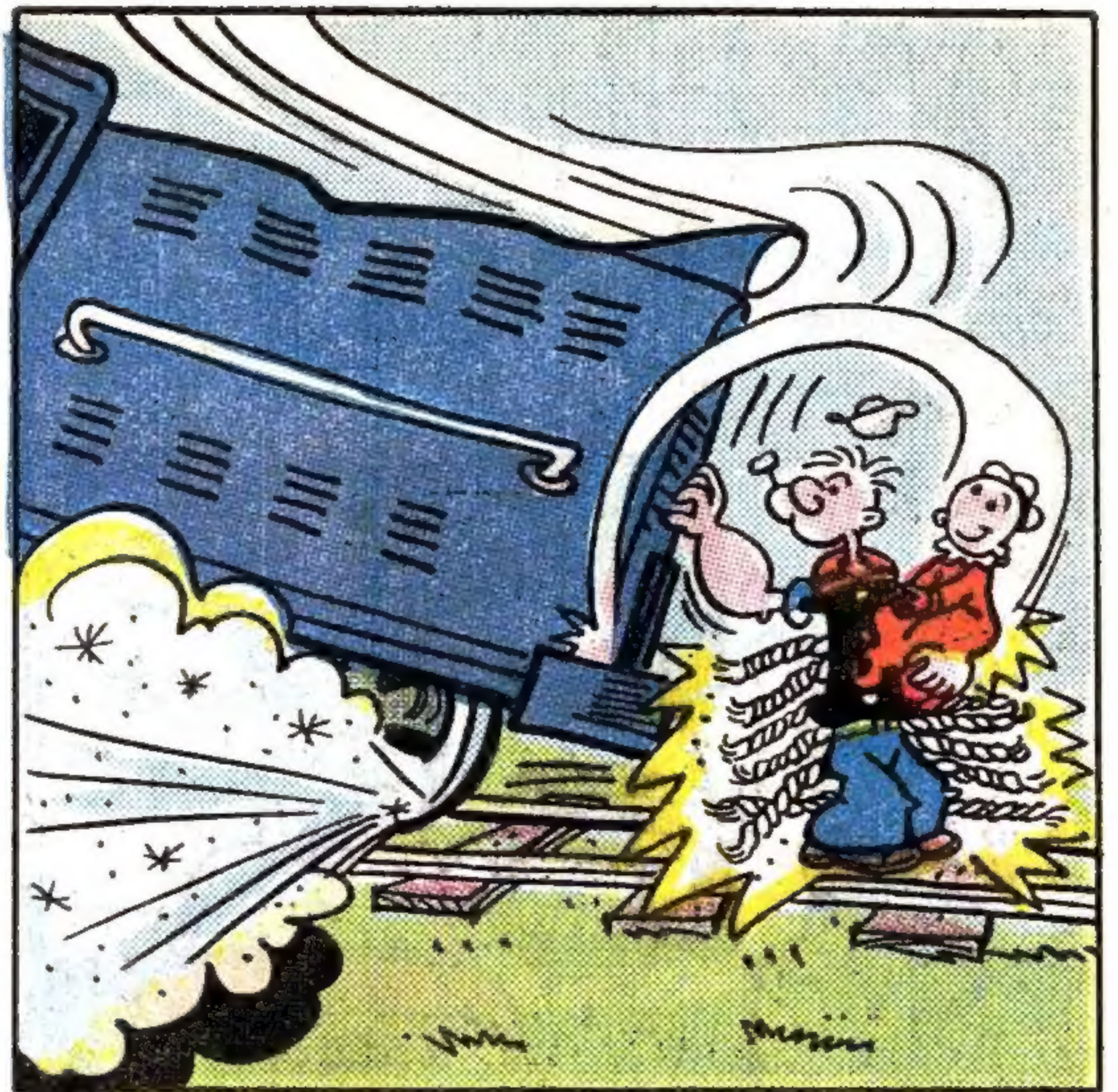
SCHOOL BUS DRIVERS ARE VERY IMPORTANT PEOPLE. THEY GET CHILDREN TO SCHOOL EVERY DAY. THESE DRIVERS NEED LOTS OF PATIENCE.



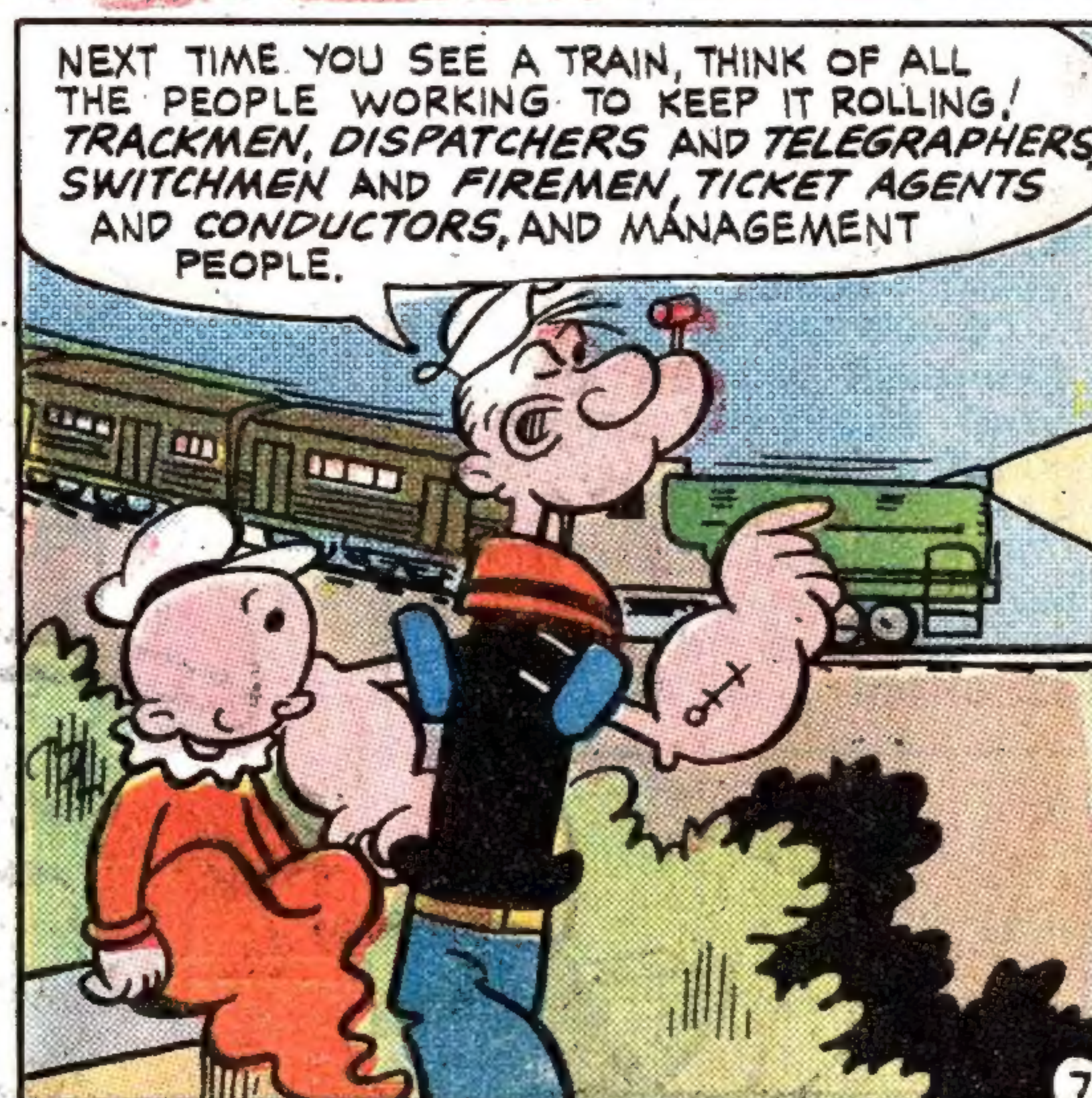
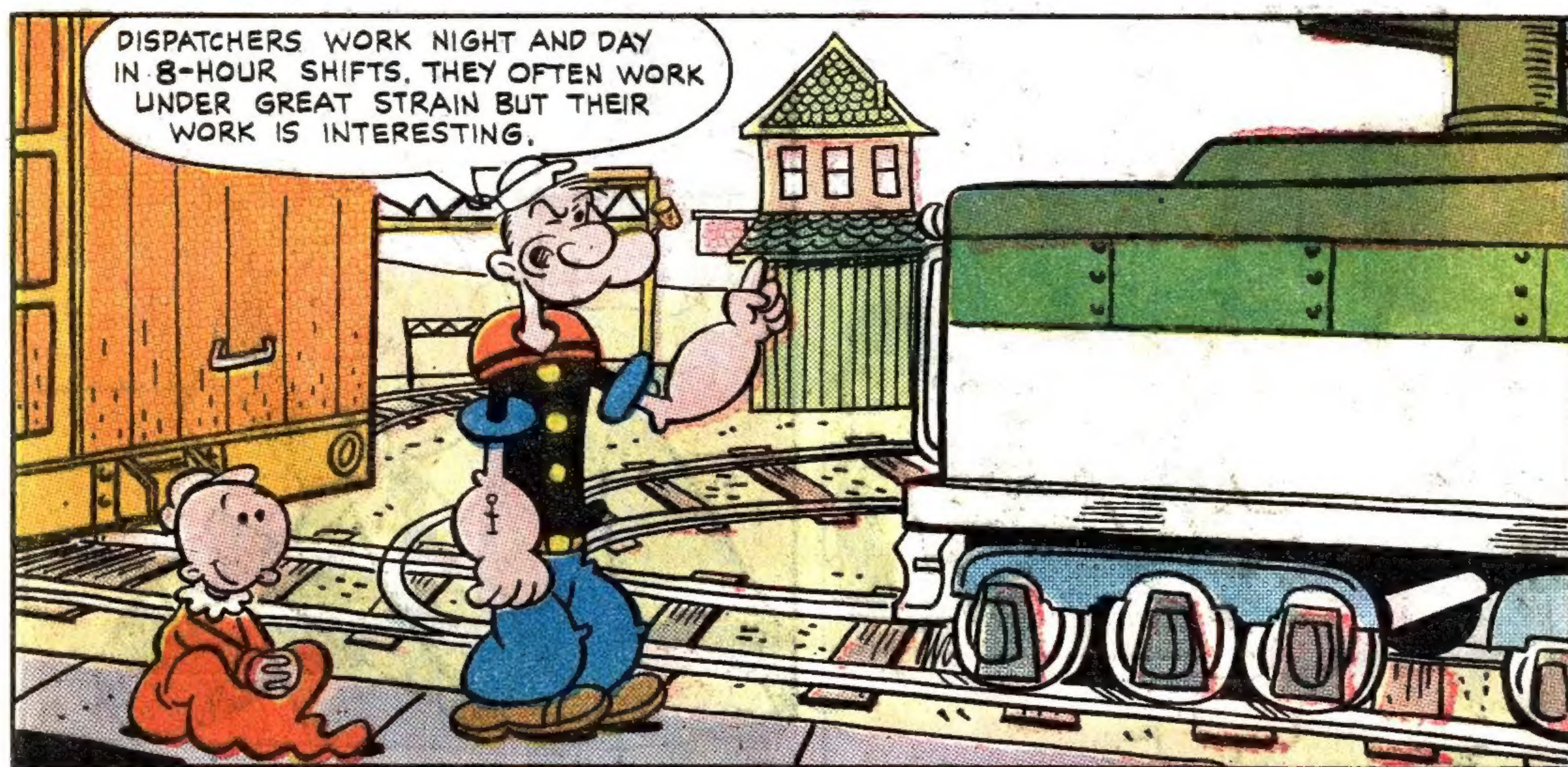
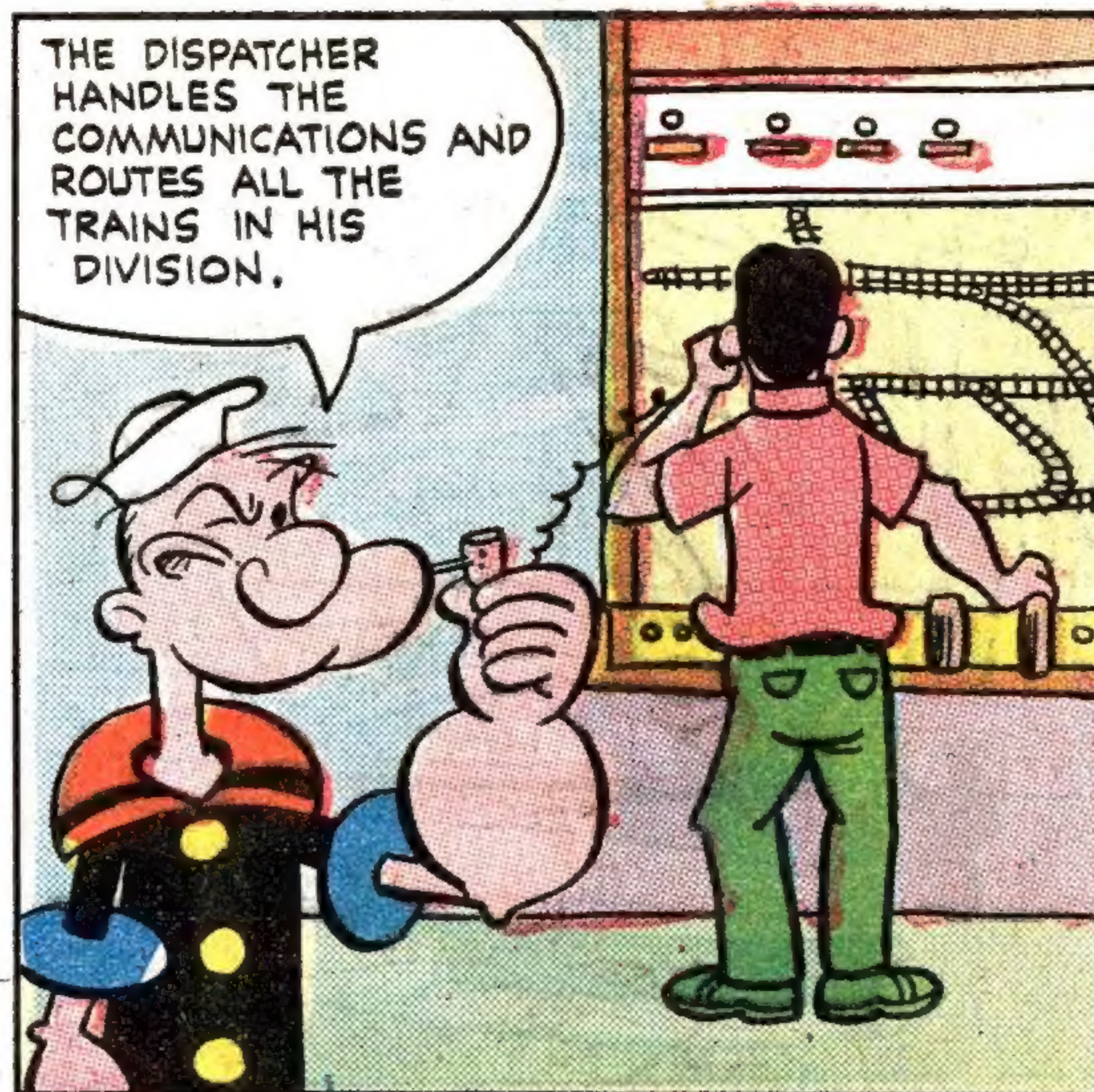
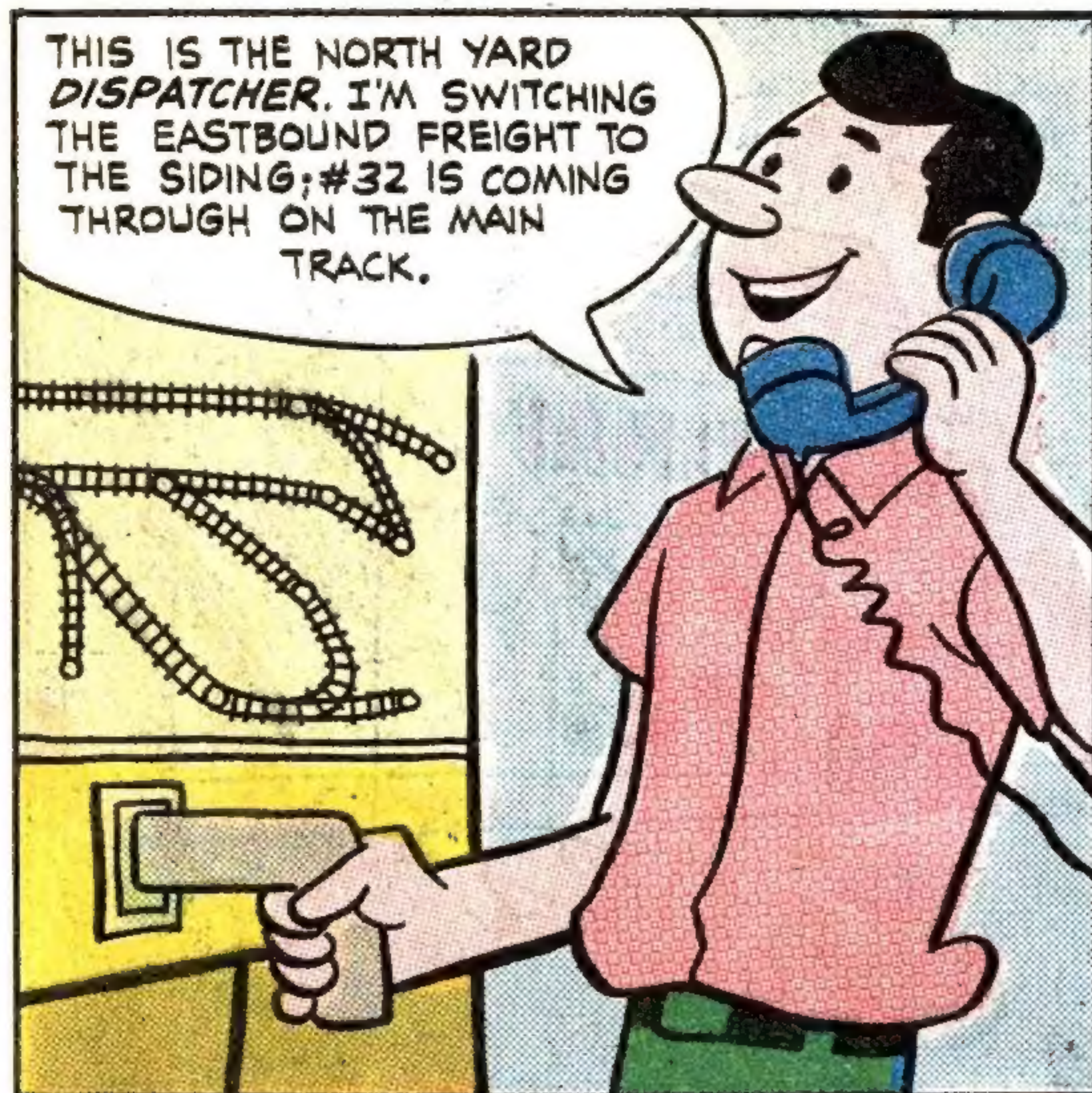




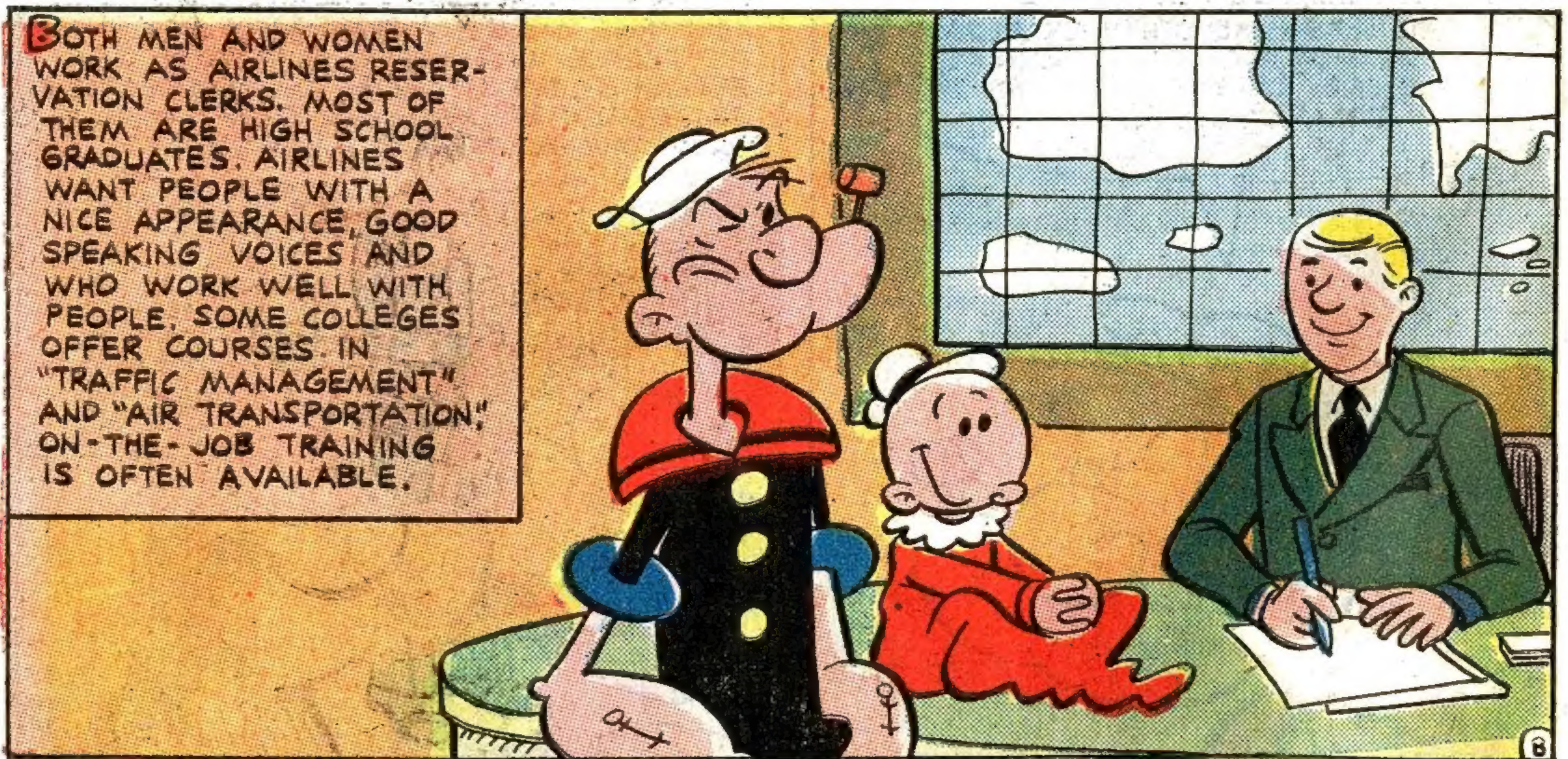




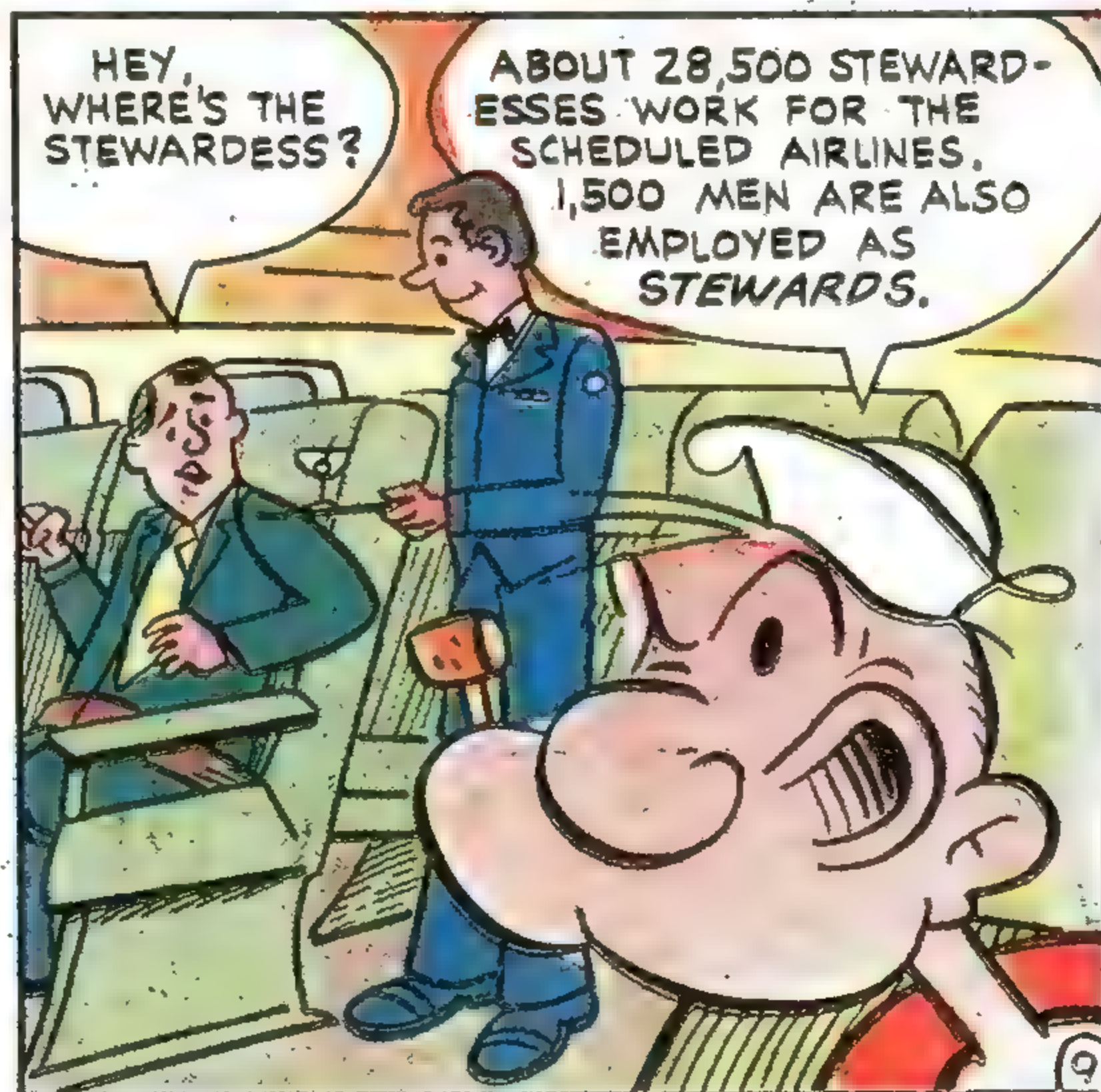
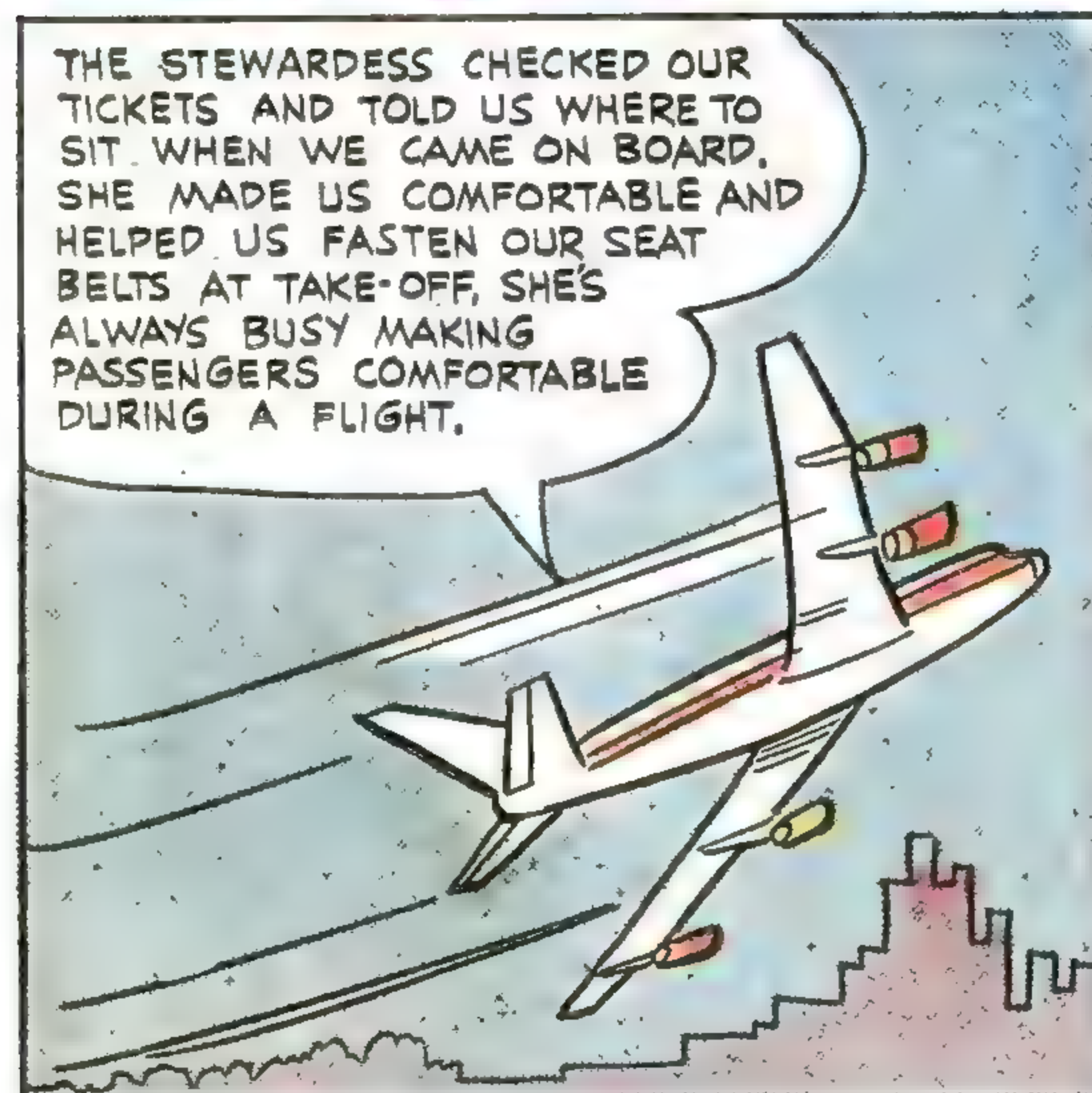










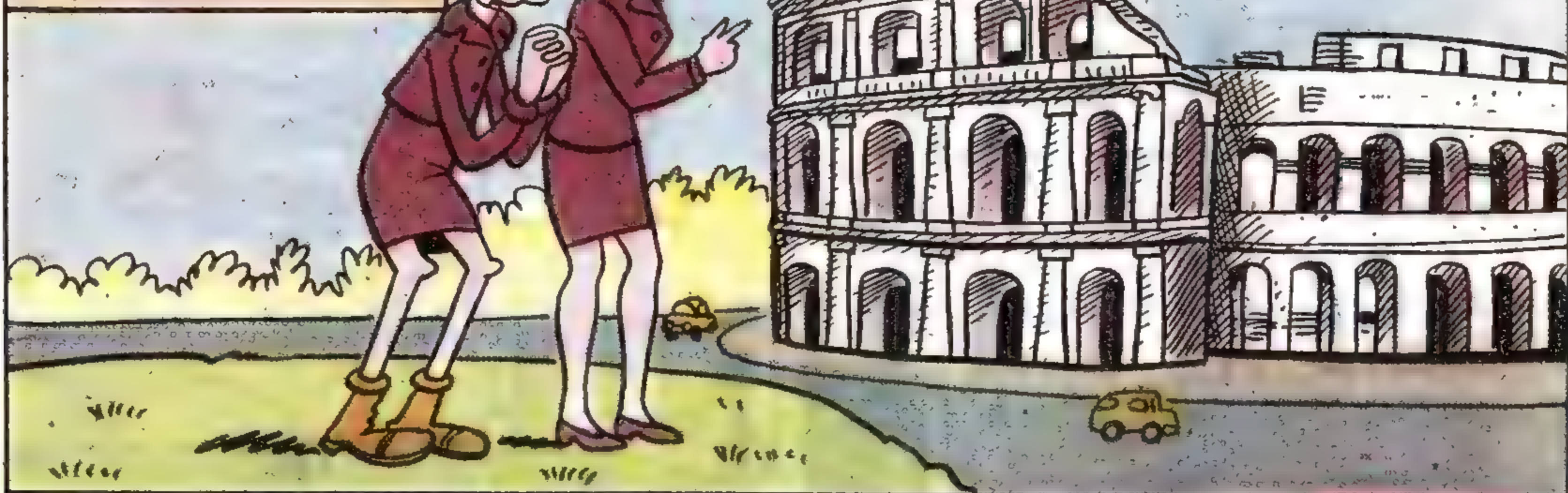








**A STEWARDESS' JOB** IS REWARDING IN MANY WAYS. IT'S GLAMOROUS AND EXCITING AT TIMES BUT IT REQUIRES PATIENCE AND UNDERSTANDING.



THERE'S THE MAN WHO COMMANDS THE AIRPLANE, SWEETIE... HE'S AN AIRLINE CAPTAIN.




**AN AIRLINE CAPTAIN** IS RESPONSIBLE FOR MANY HUMAN LIVES AND A MULTI-MILLION DOLLAR AIRCRAFT. HE MUST COMMAND THE PLANE AND ALSO CONTROL THE ACTIVITIES OF ALL THE PEOPLE ON BOARD.





A red biplane is shown in flight, banking to the right. It has a single propeller and a tail rotor. The background features a landscape with a green field, a brown barn, and a blue sky with white clouds. Large, stylized white clouds are in the foreground, partially obscuring the view.

SOME PILOTS TEST NEW TYPES OF AIRCRAFT, HELPING AERONAUTICAL ENGINEERS DEVELOP NEW EQUIPMENT.

A cartoon illustration of a pilot with blonde hair and a blue uniform, looking out of the cockpit of a green aircraft. The background is a blue sky with white clouds.

THIS TYPE OF FLYING  
IS VERY INTERESTING  
AND EXCITING.  
**ARF ARF!**

**ZOOO OMMMMMMMM**



**W**OMEN HAVEN'T BEEN HIRED AS PILOTS BY MAJOR AIRLINES BUT THOUSANDS OF WOMEN HAVE LICENSES AND SOME WORK IN GENERAL AVIATION. GIRLS MAY BE FLYING FOR MAJOR AIRLINES SOON.



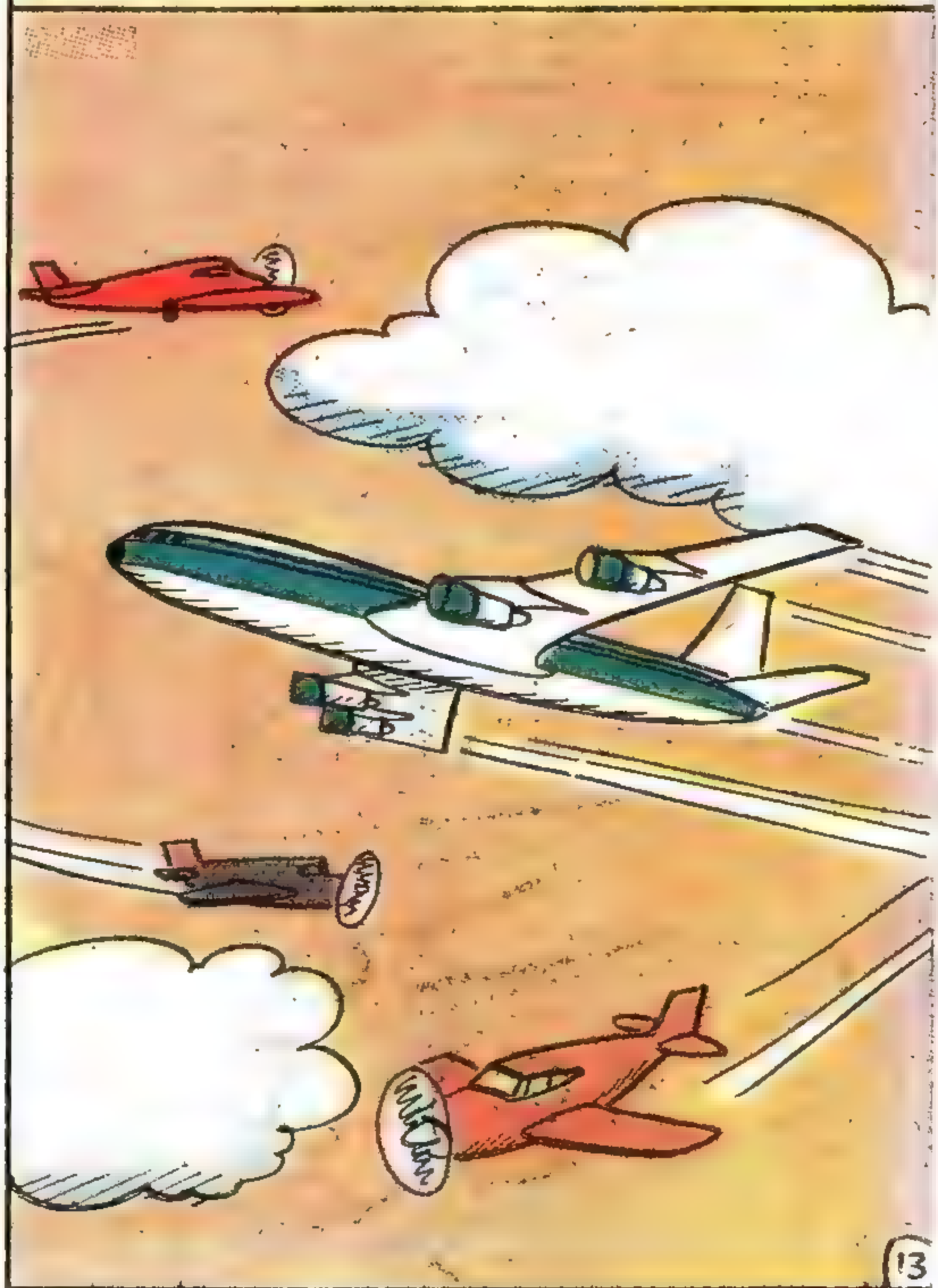
**A**IRLINE PILOTS MUST BE LICENSED BY THE FEDERAL AVIATION ADMINISTRATION. CAPTAINS MUST HOLD AN "AIRLINE TRANSPORT PILOT'S" LICENSE. COPILOTS AND COMMERCIAL AVIATION PILOTS NEED A "COMMERCIAL AIRPLANE PILOTS" LICENSE.



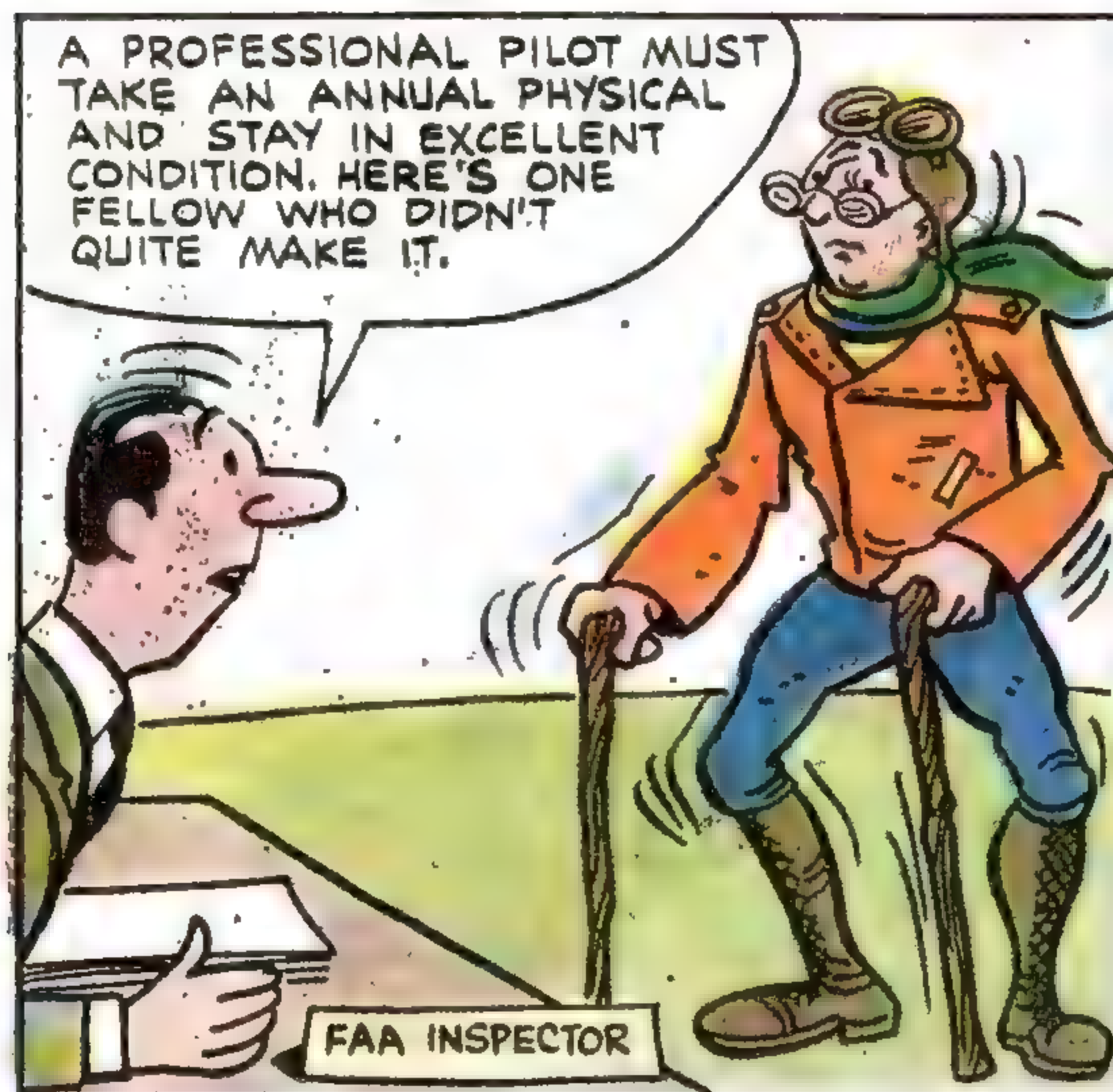
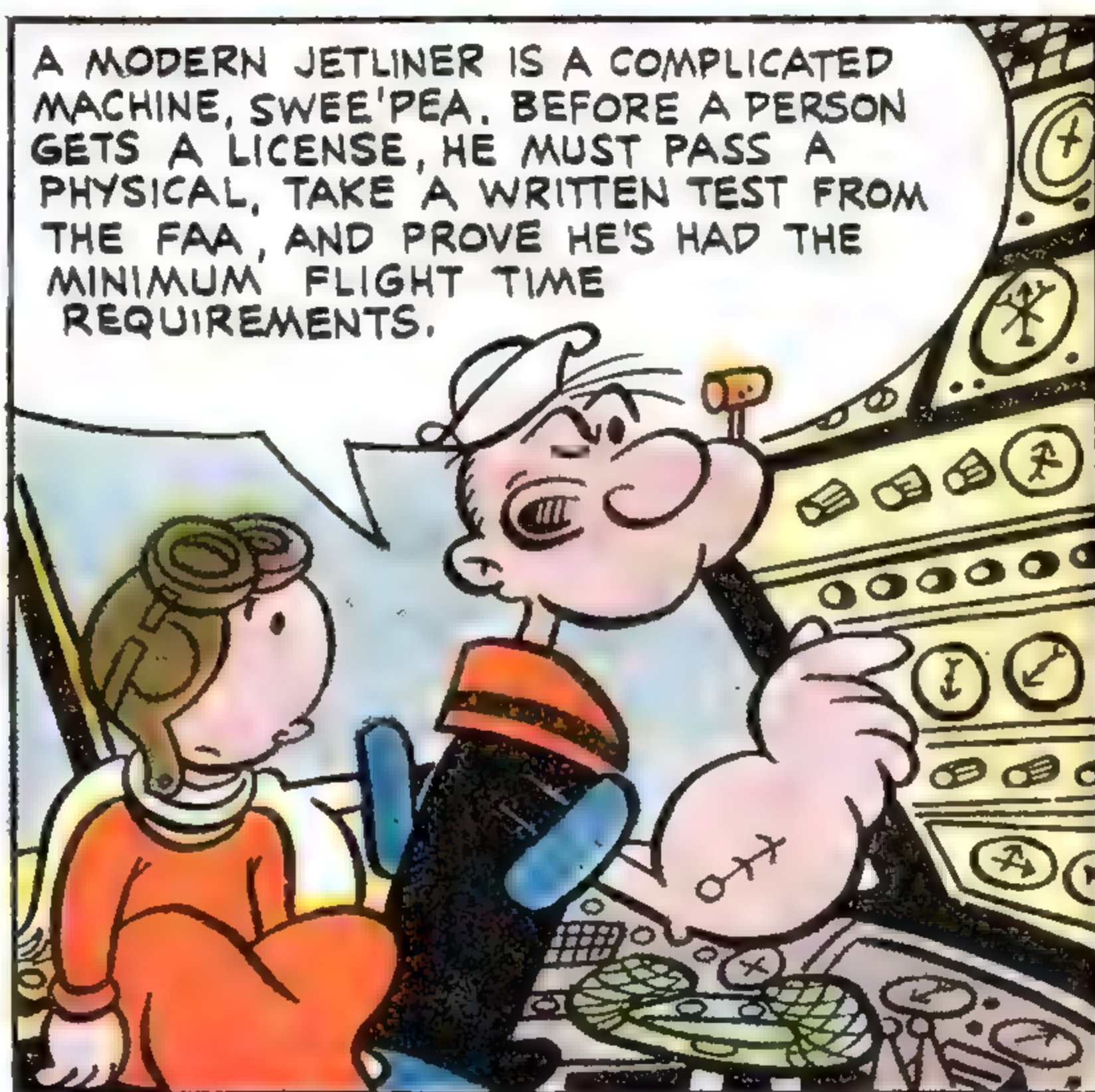
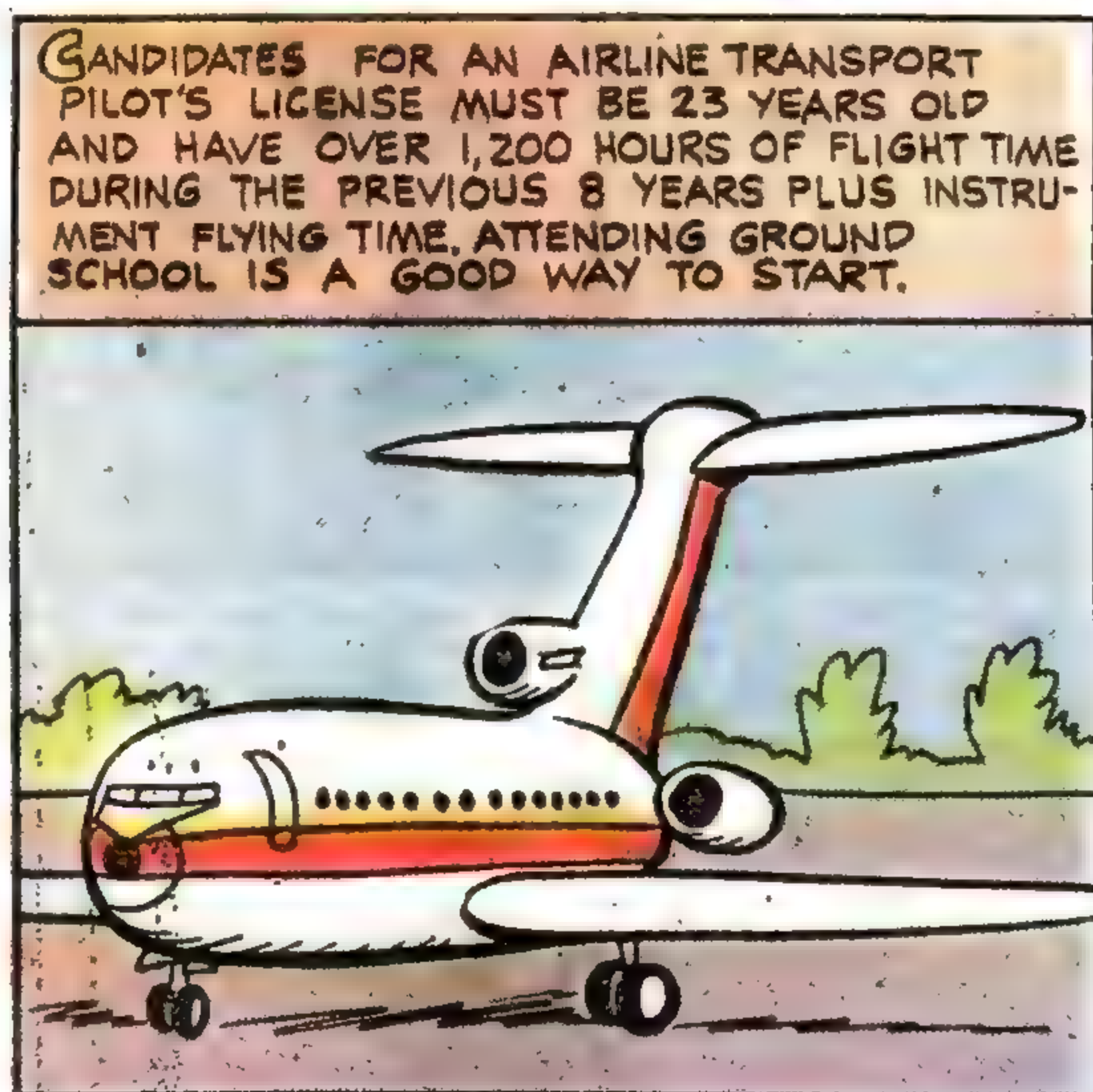
**A**IRLINE PILOTS MUST HAVE AN INSTRUMENT RATING. THIS MEANS THEY CAN FLY THE AIRCRAFT IN BAD WEATHER WITHOUT SEEING THE GROUND.



**P**ILOTS MUST KNOW EVERYTHING ABOUT THE KIND OF AIRPLANE THEY'RE HIRED TO FLY!





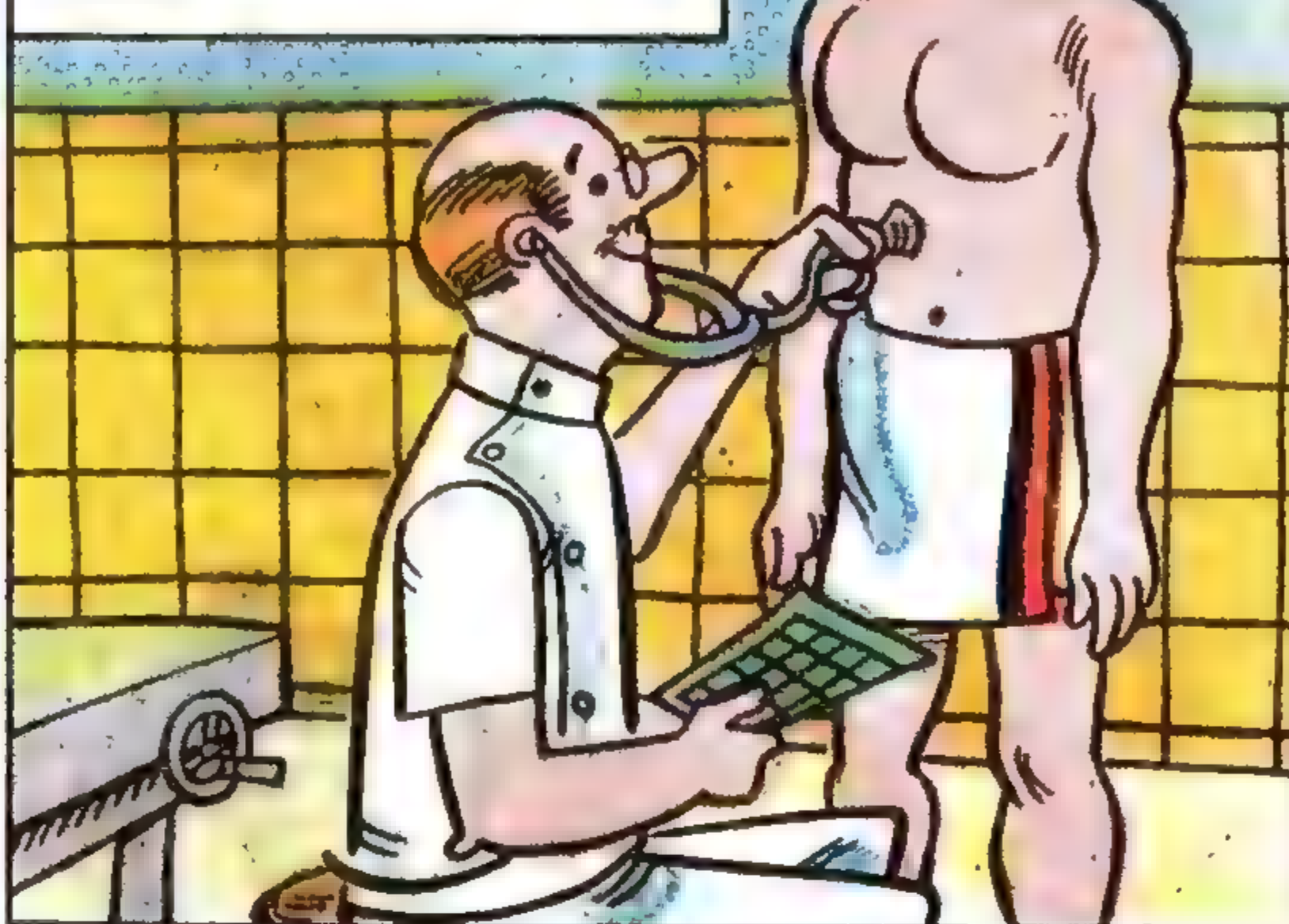




**M**OST AIRLINES ACCEPT APPLICATIONS FOR CO-PILOT FROM MEN BETWEEN 20 AND 35 YEARS OF AGE BUT THEY PREFER APPLICANTS BETWEEN 21 AND 28. MEN MUST BE FROM 5 FEET 6 TO 6 FEET 4 INCHES TALL AND WEIGH 140 TO 210 POUNDS.



**C**OPILOTS MUST BE HIGH SCHOOL GRADUATES BUT PREFERENCE IS GIVEN TO COLLEGE GRADUATES. PHYSICAL STANDARDS ARE VERY HIGH.



**C**ANDIDATES ARE GRADED FOR ALERTNESS, EMOTIONAL STABILITY, MATURITY, AND RESPONSIBILITY.



**A**IRLINE PILOTS ALL MAKE EXCELLENT SALARIES AND HAVE LOTS OF TIME OFF.



**P**ILOTS ALSO SEE MANY INTERESTING PLACES AND REALLY ENJOY THEIR WORK.

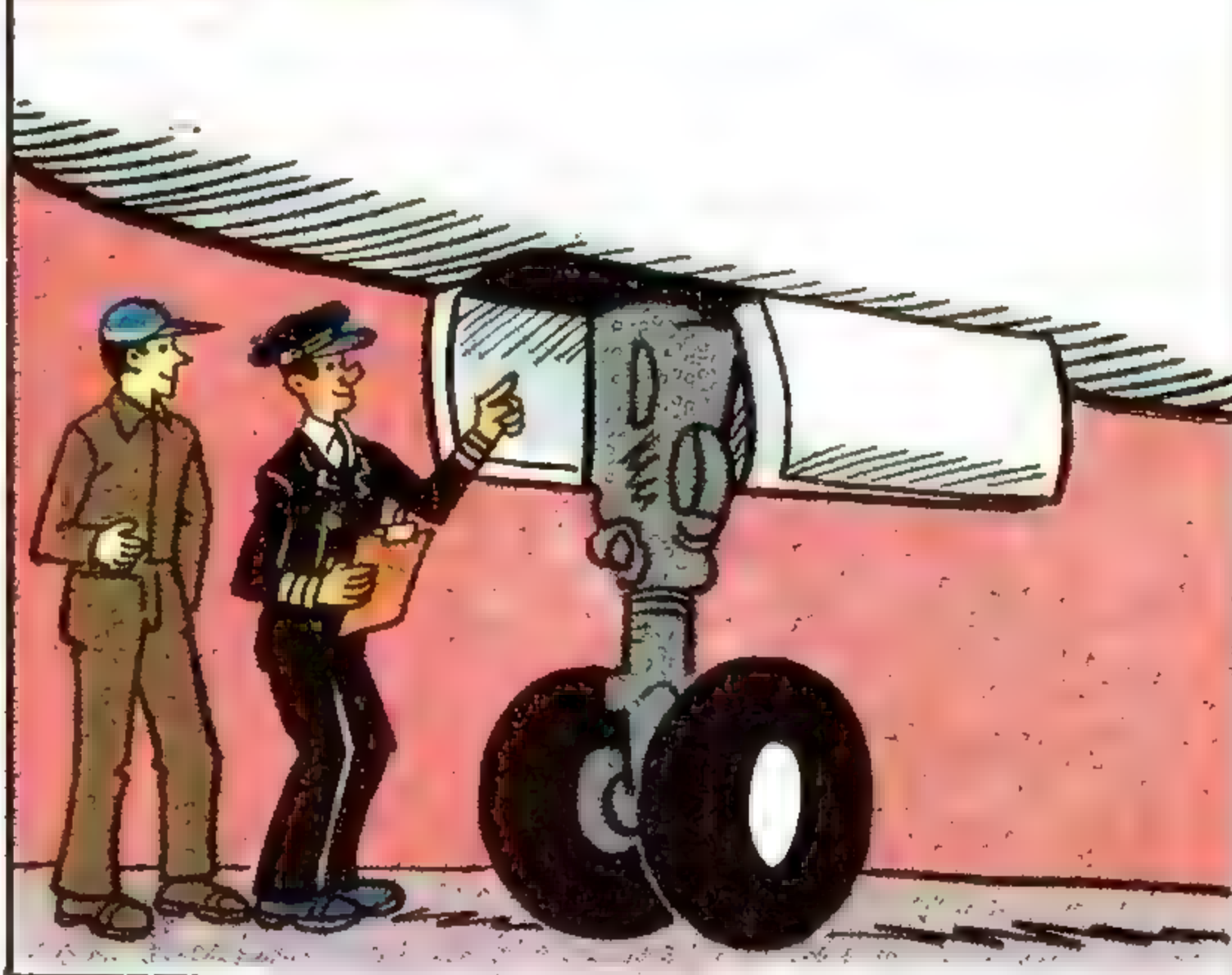




**A FLIGHT ENGINEER CHECKS THE OPERATION OF ALL MECHANICAL AND ELECTRICAL DEVICES ON LARGE AIRCRAFT.**



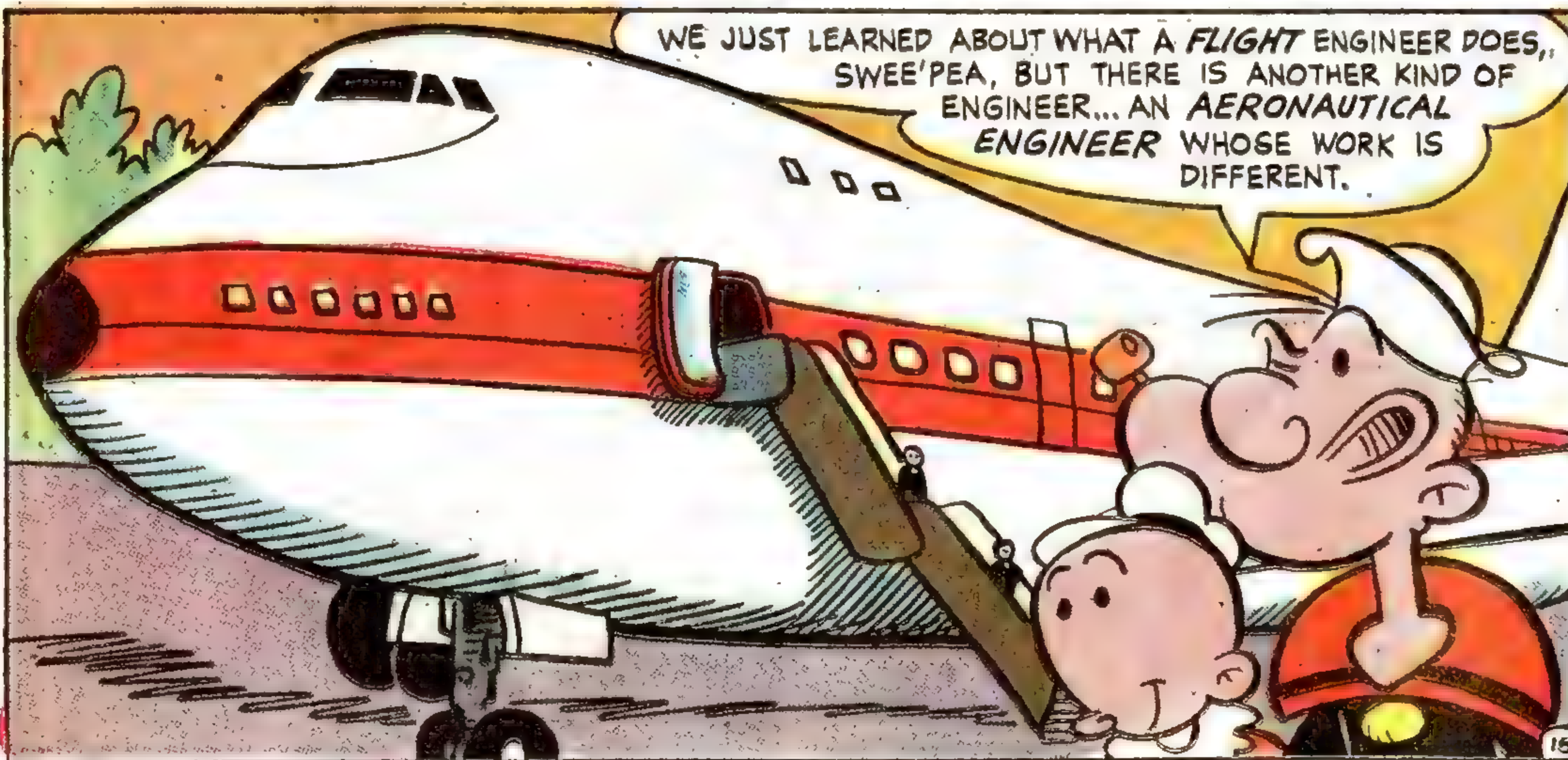
**BEFORE TAKE-OFF, HE MUST INSPECT THE TIRES AND ALL OUTSIDE PARTS OF THE AIRCRAFT AND MAKE SURE THE FUEL TANKS HAVE BEEN FILLED PROPERLY.**



**THE FLIGHT ENGINEER KEEPS RECORDS OF ENGINE PERFORMANCE AND FUEL CONSUMPTION. HE INFORMS THE PILOT OF MECHANICAL DIFFICULTIES AND MAKES EMERGENCY REPAIRS.**

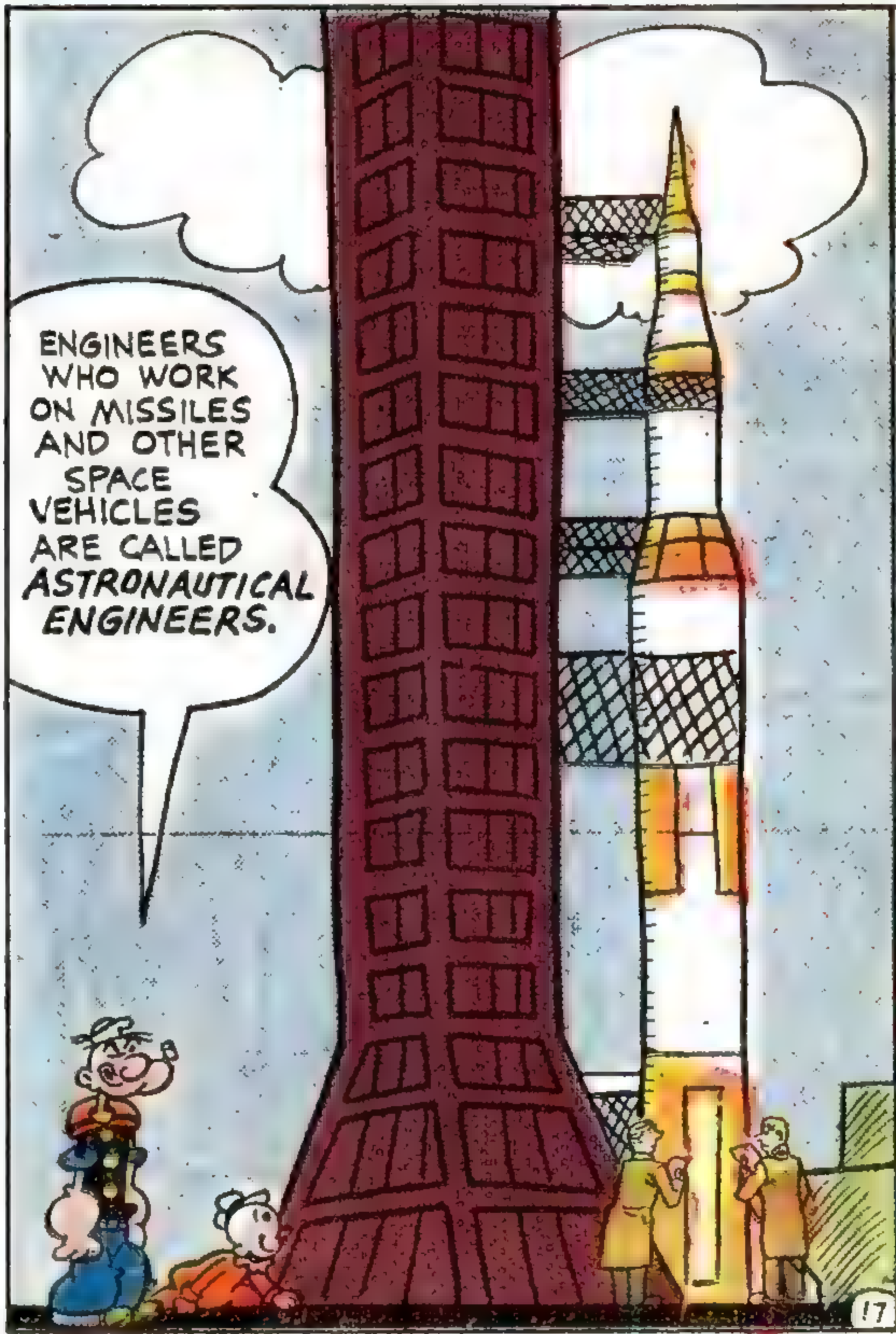
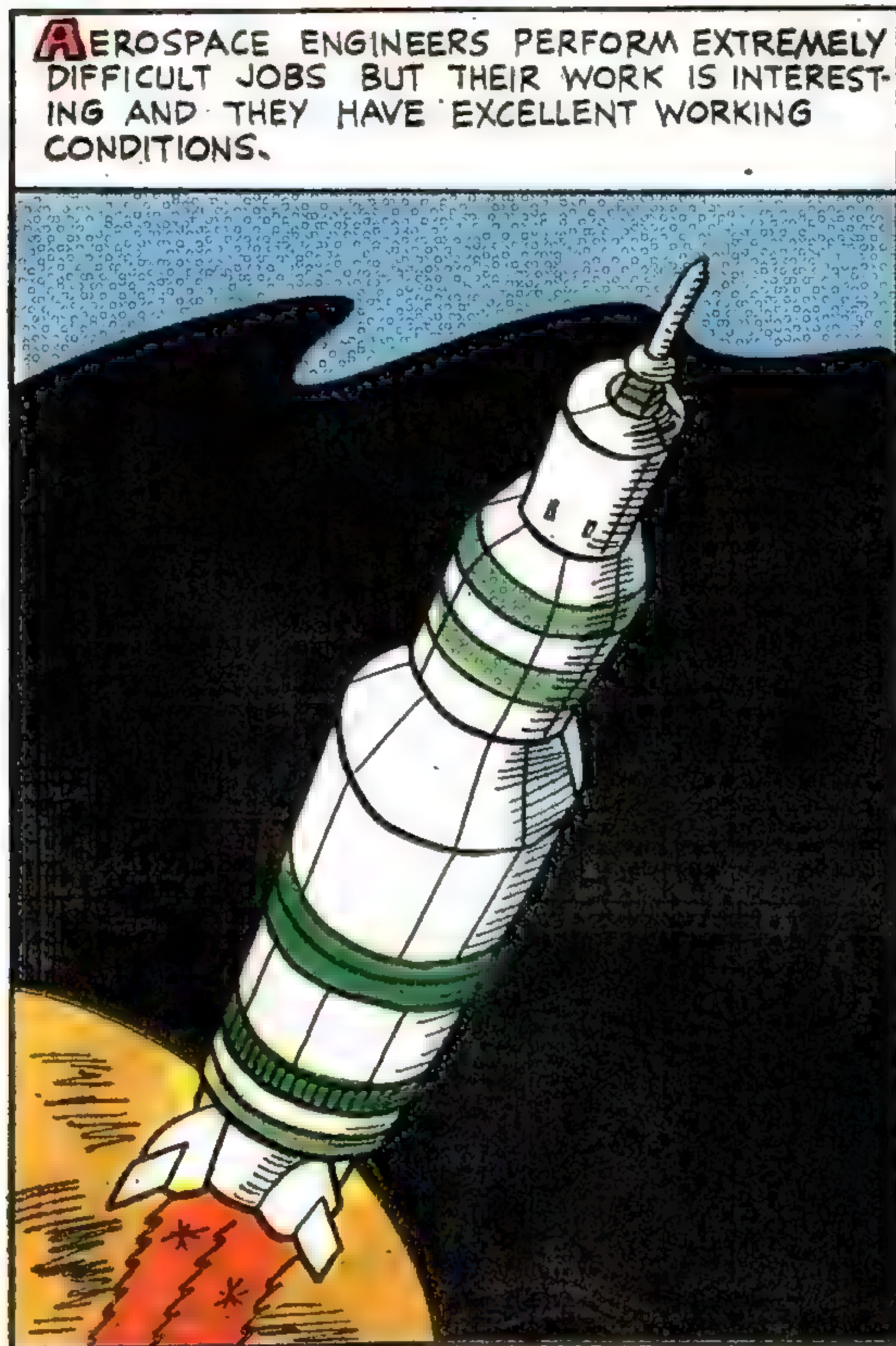
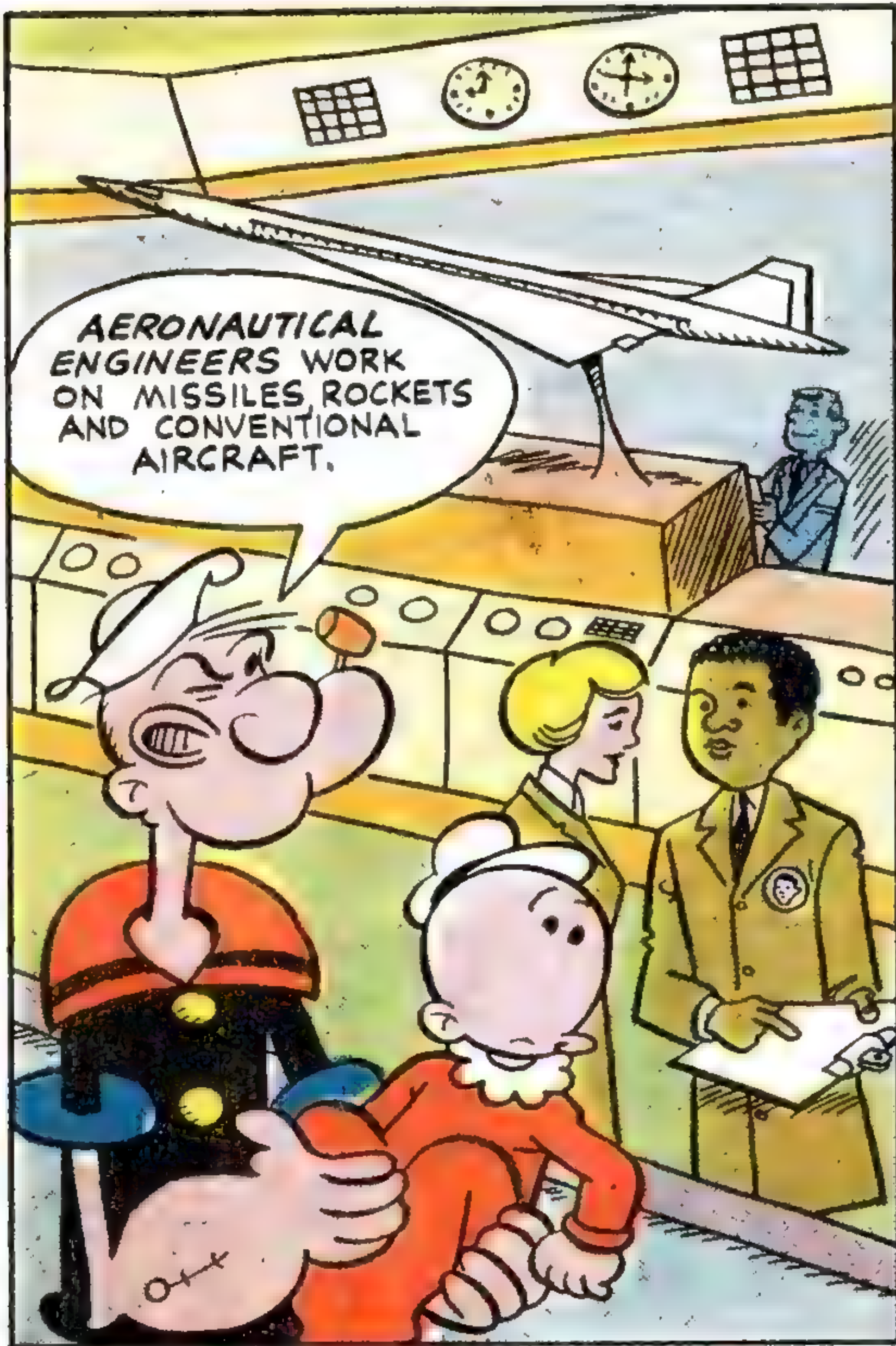


**ABOUT 8,000 FLIGHT ENGINEERS WERE EMPLOYED LAST YEAR. THEY MUST BE LICENSED BY THE FEDERAL AVIATION ADMINISTRATION. THEY HAVE TO PASS DIFFICULT TESTS AND COMPLY WITH FEDERAL AVIATION ADMINISTRATION STANDARDS.**

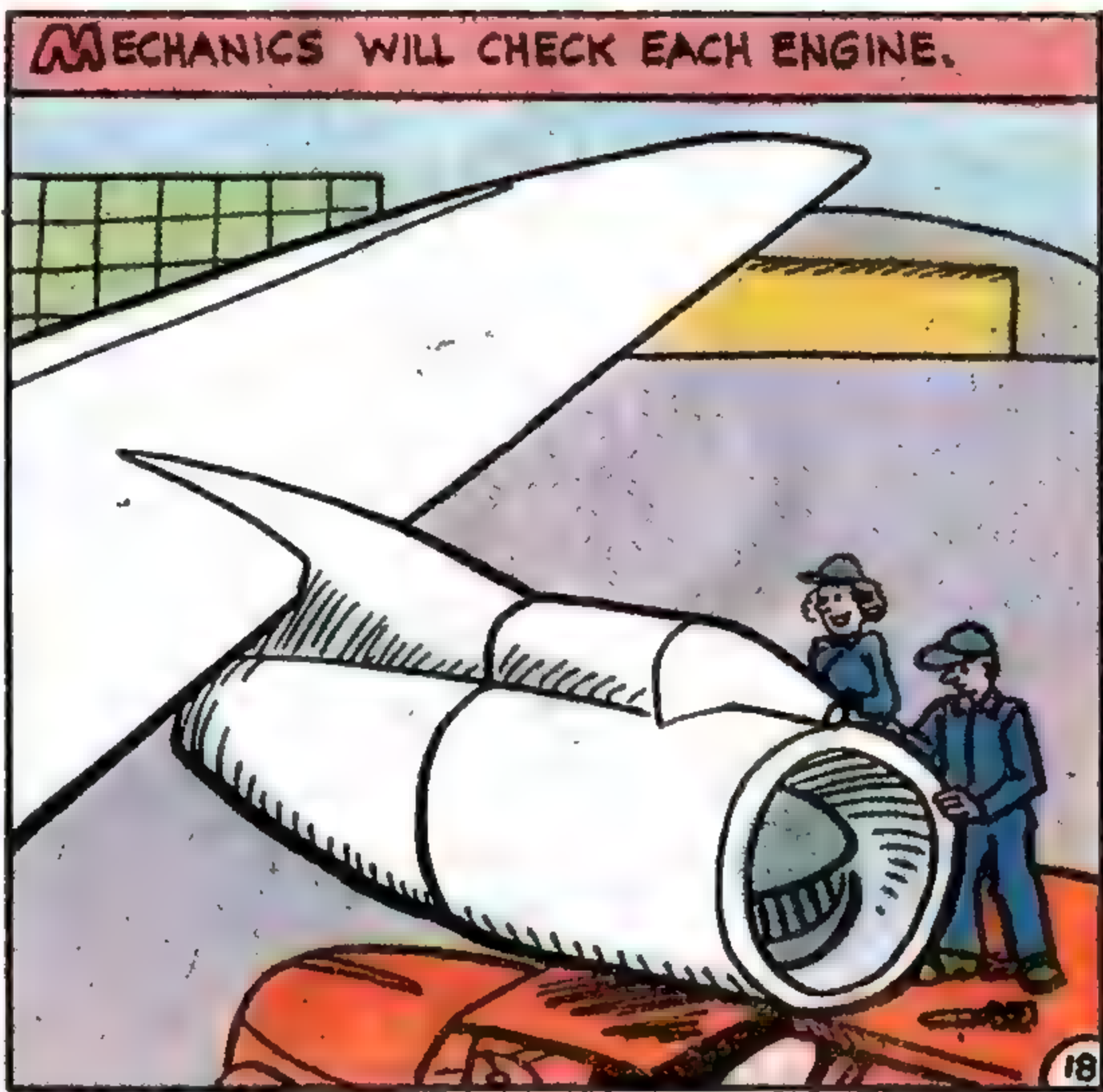
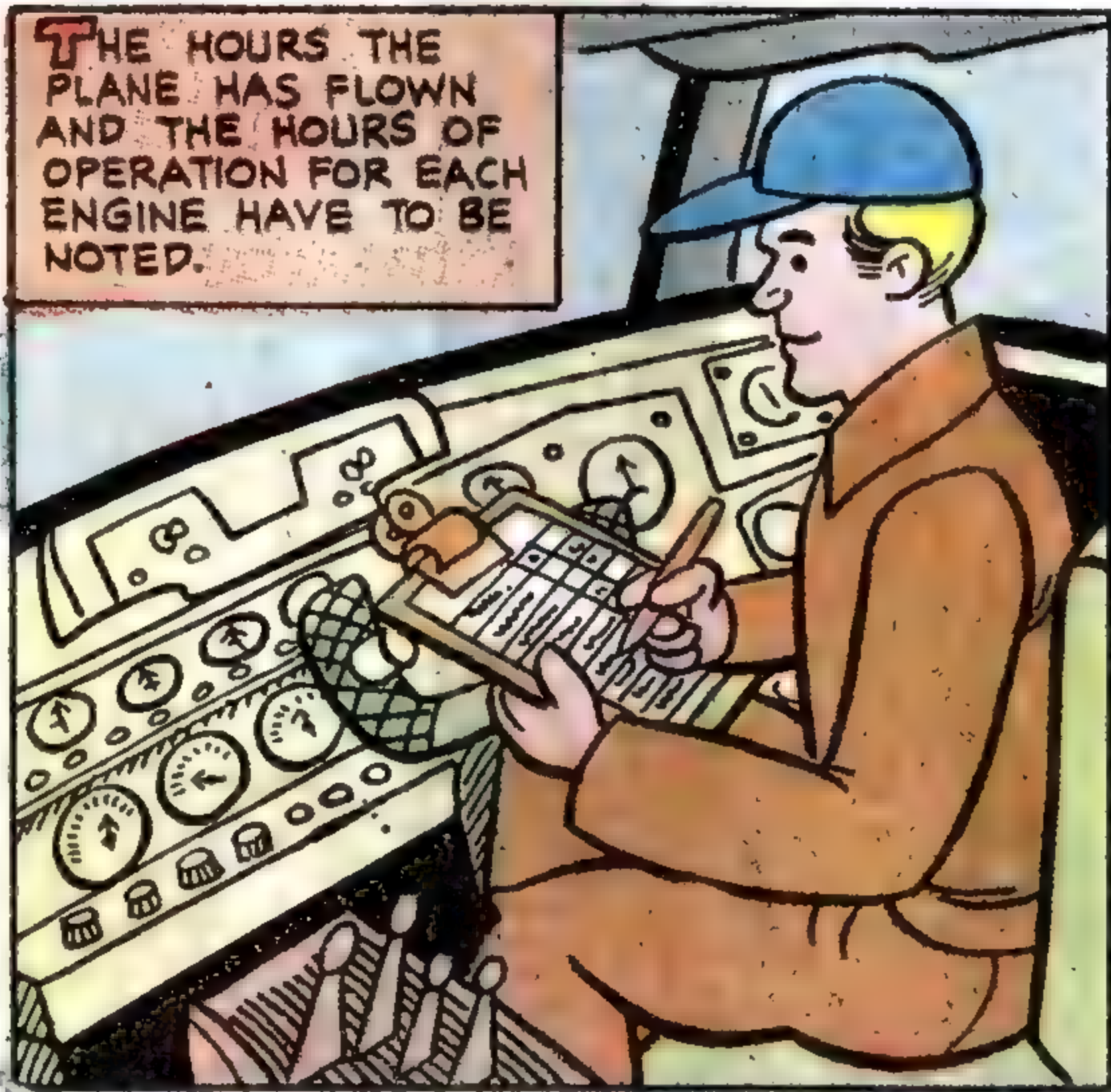
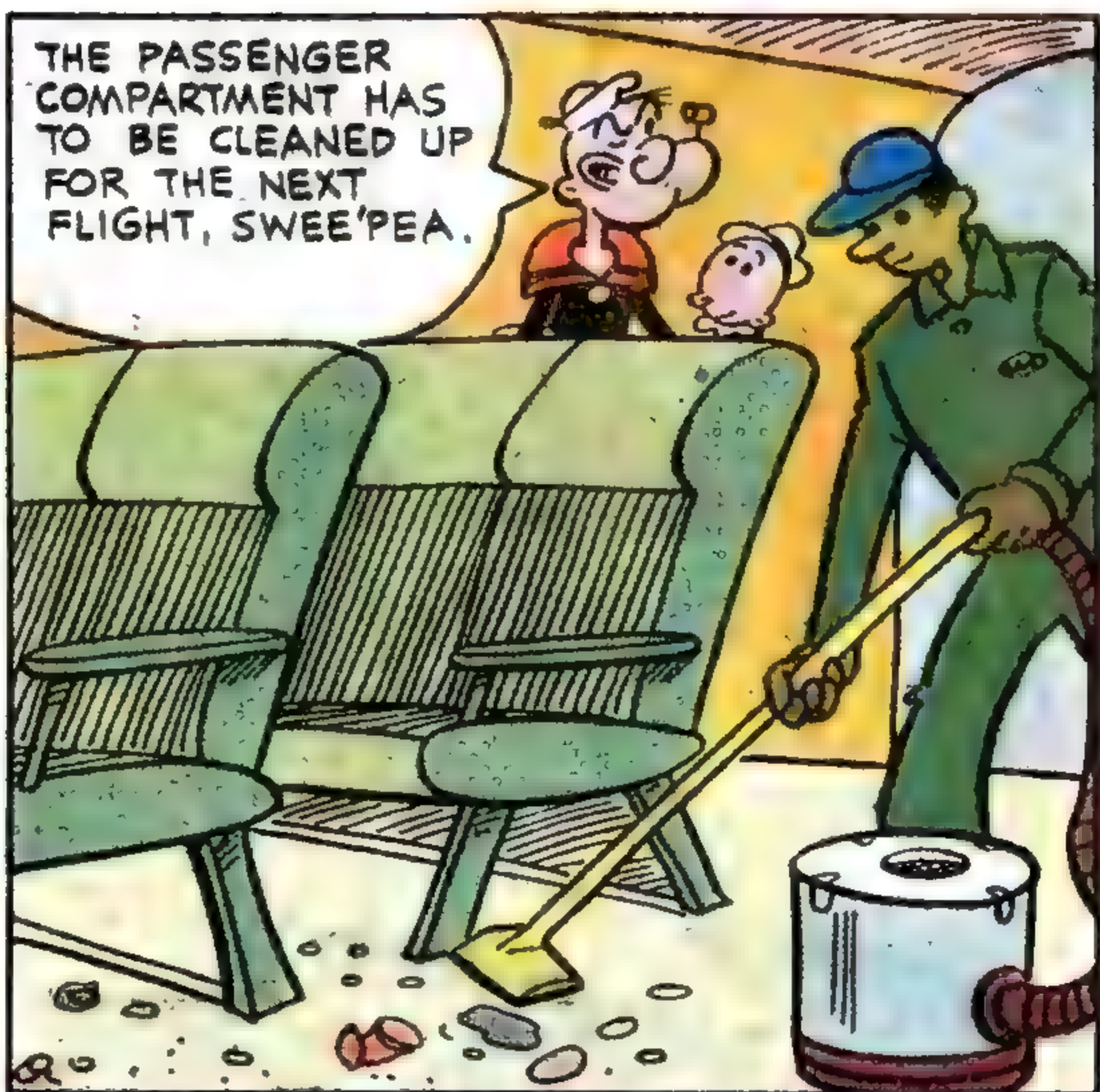
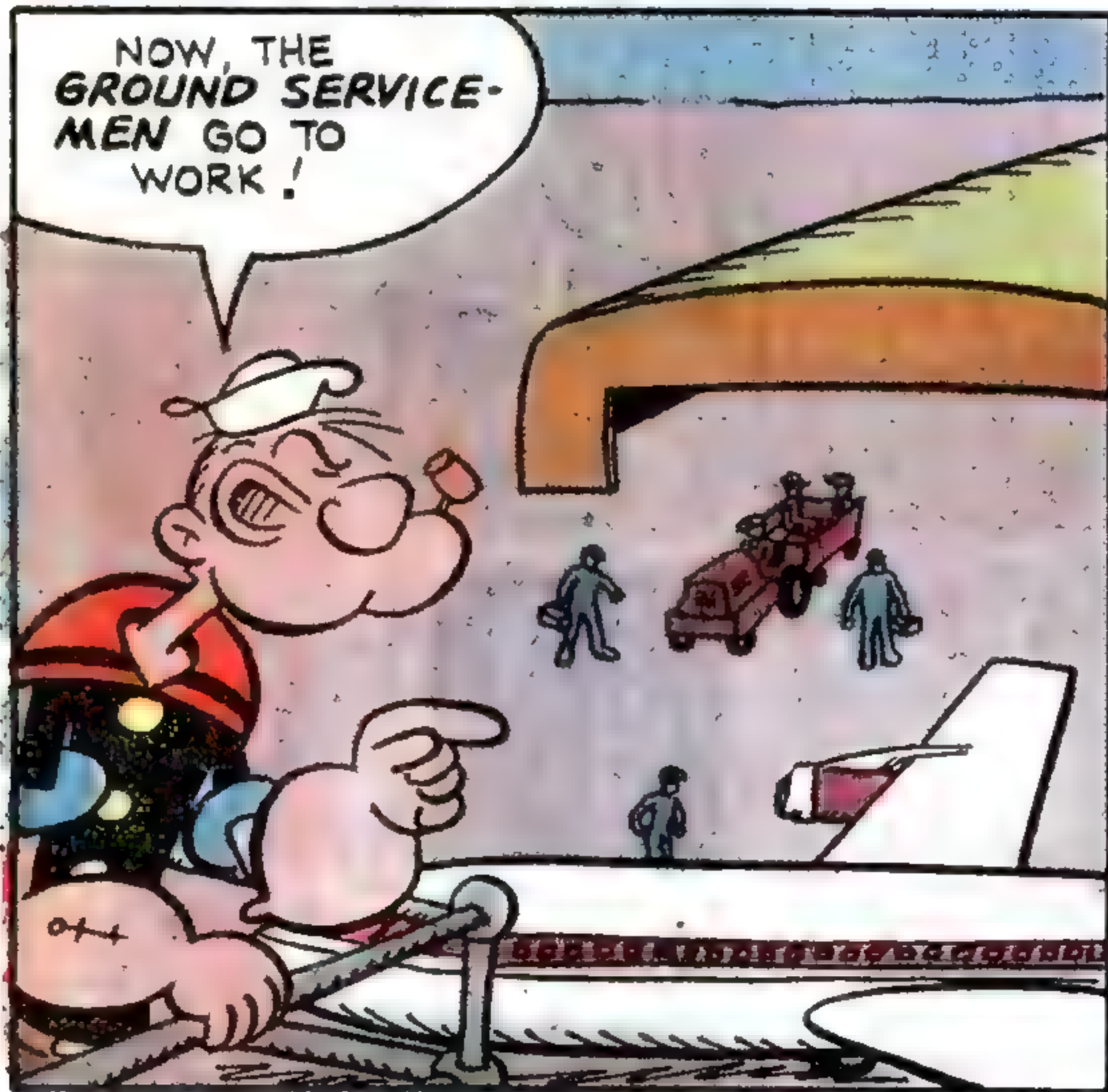
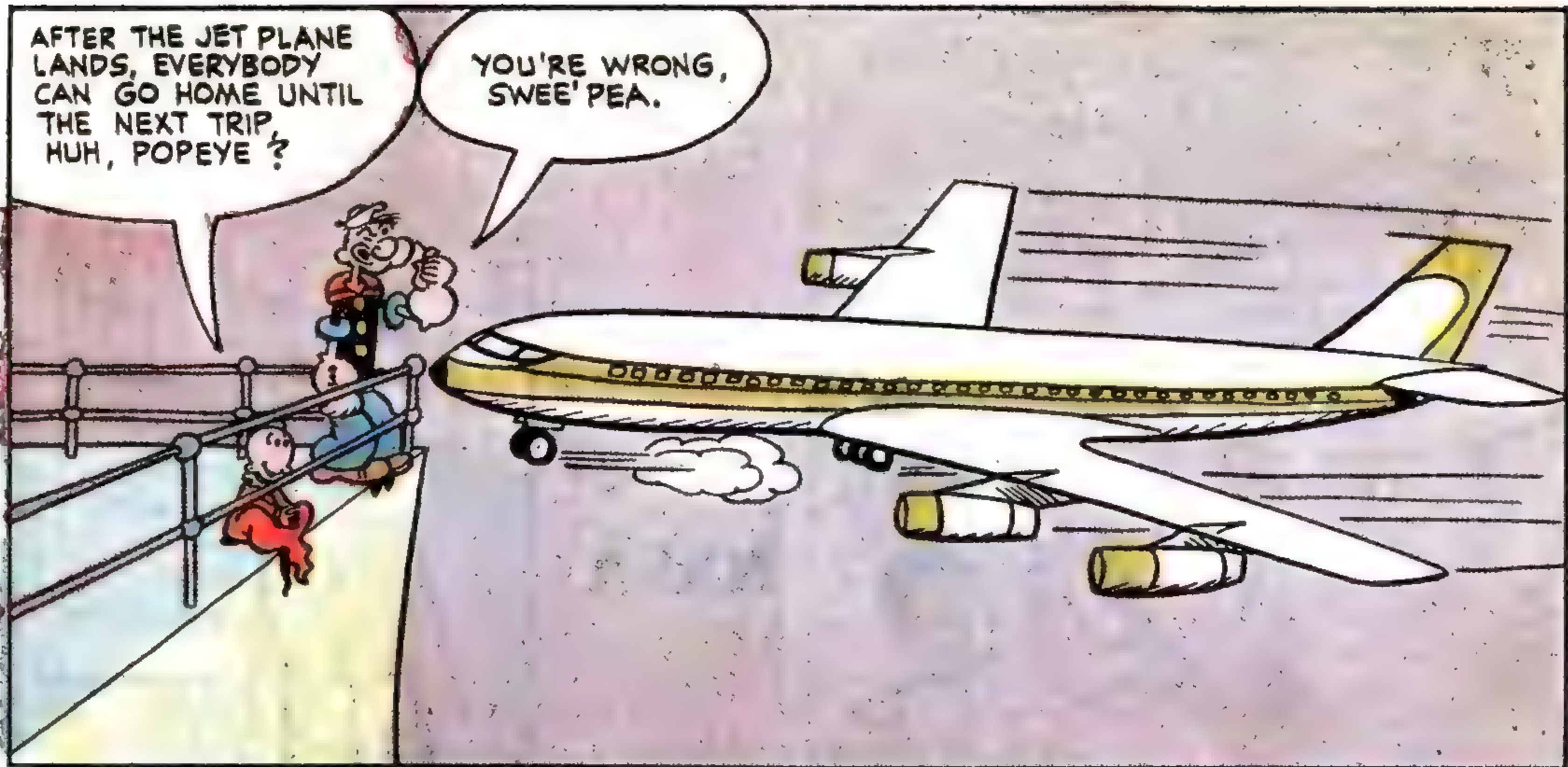


WE JUST LEARNED ABOUT WHAT A *FLIGHT ENGINEER* DOES, SWEE'PEA, BUT THERE IS ANOTHER KIND OF ENGINEER... AN *AERONAUTICAL ENGINEER* WHOSE WORK IS DIFFERENT.

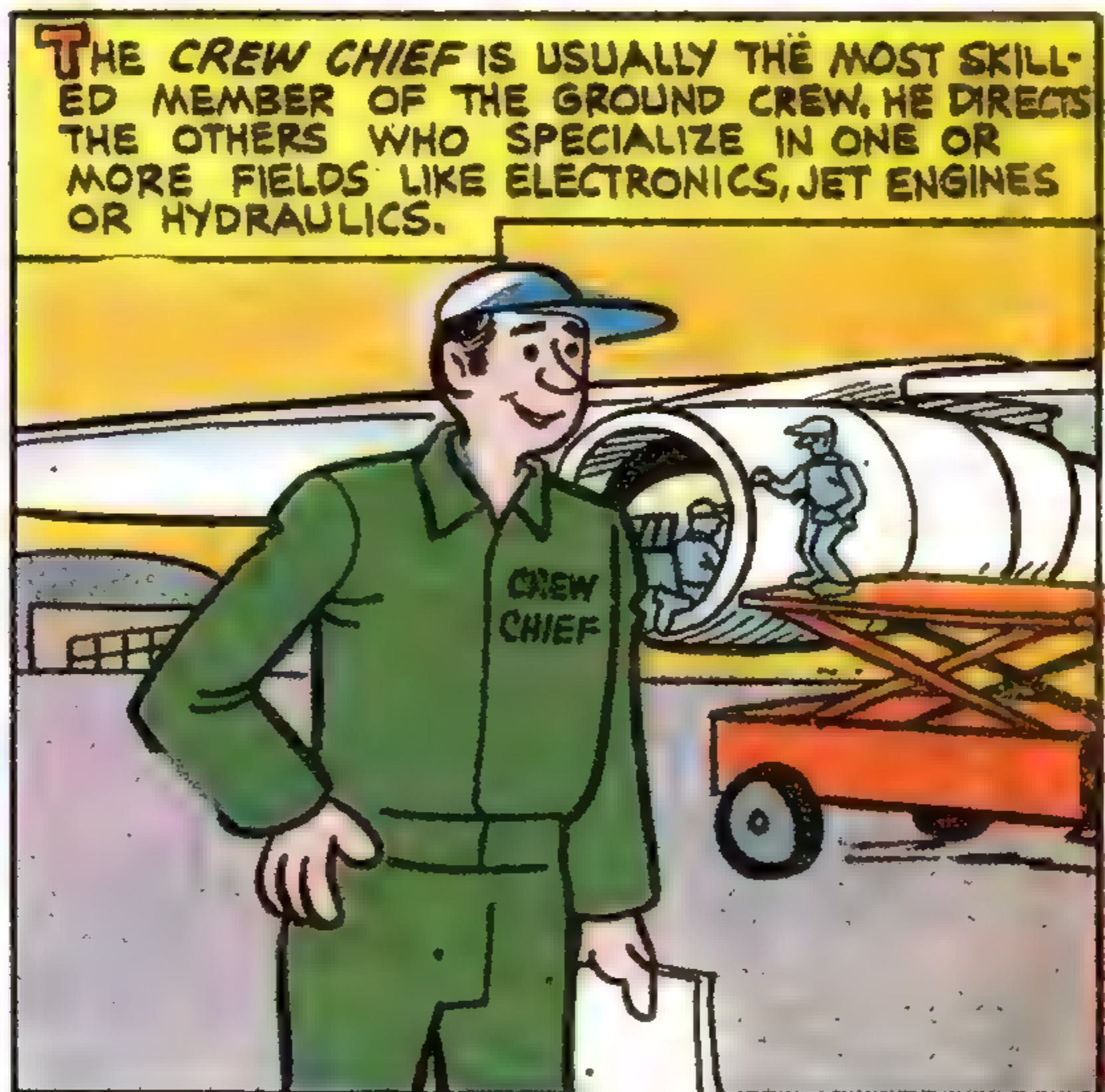
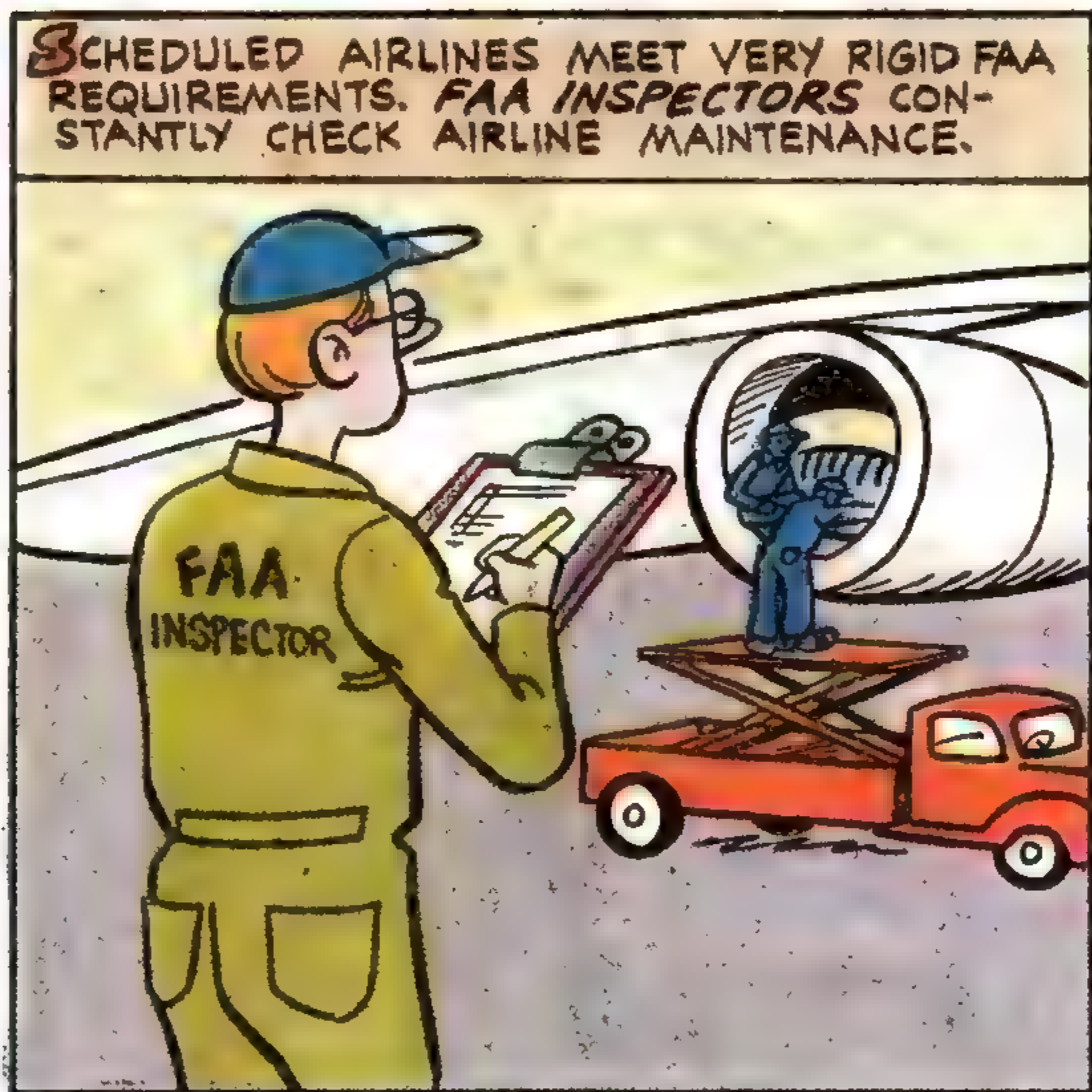
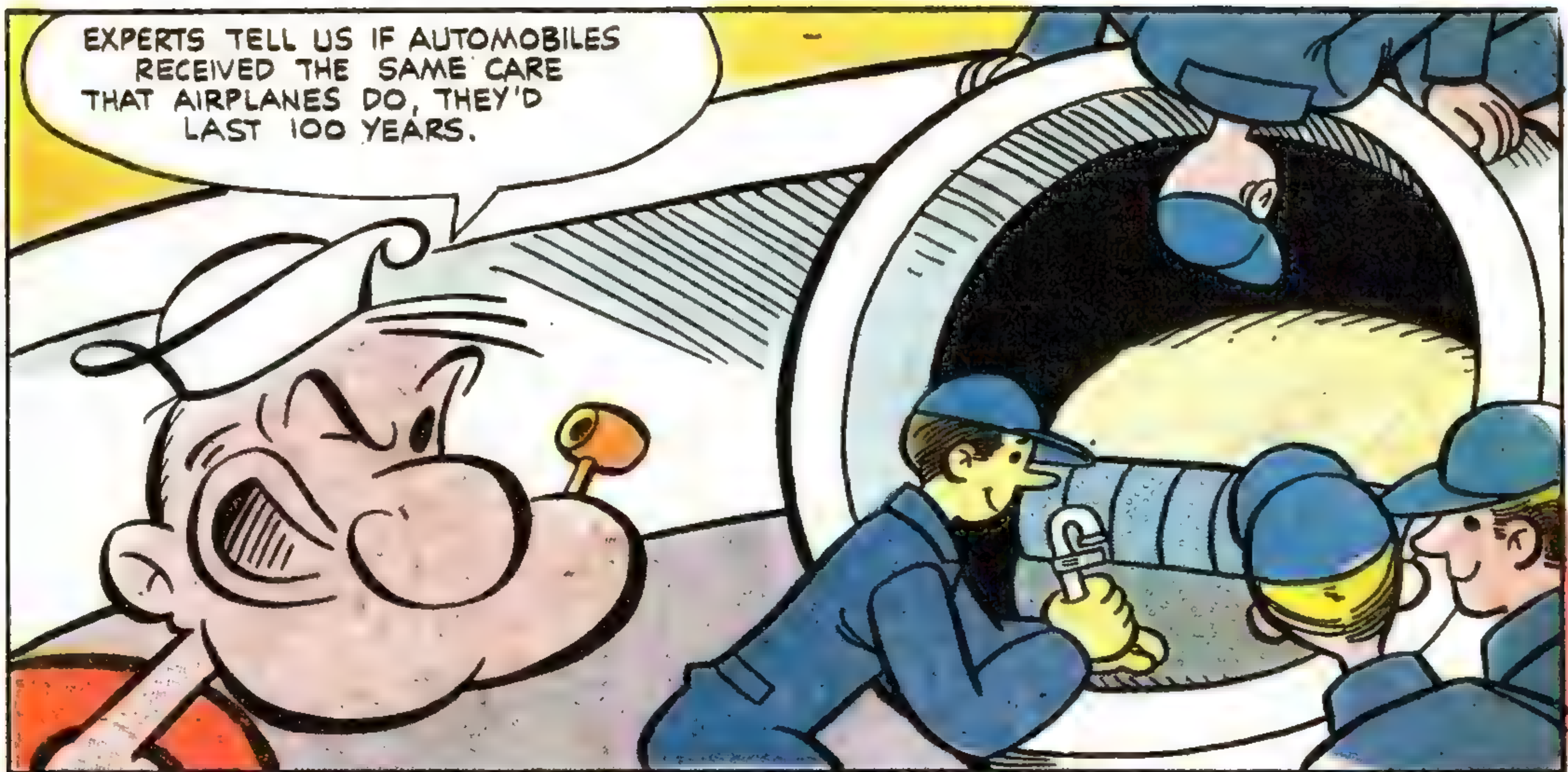










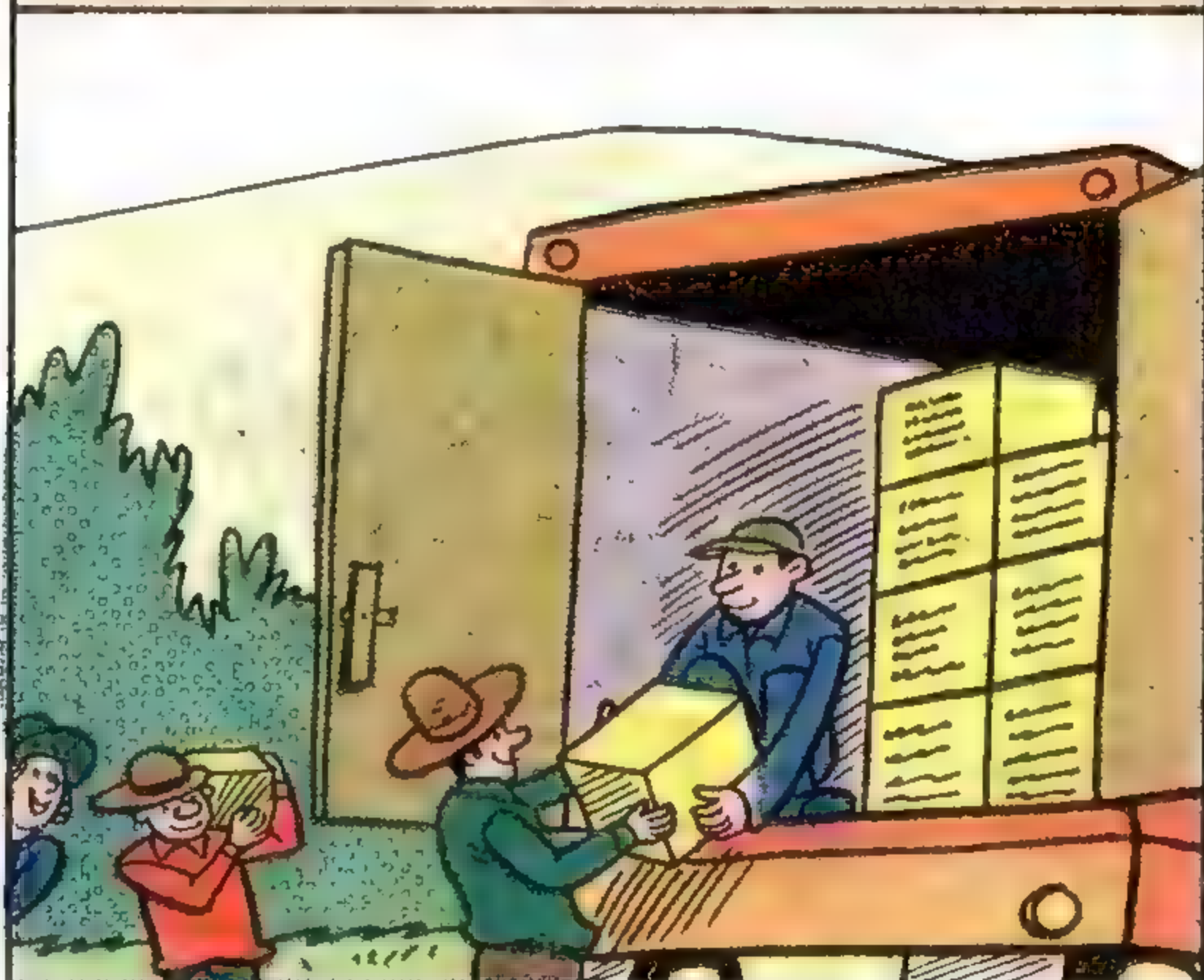




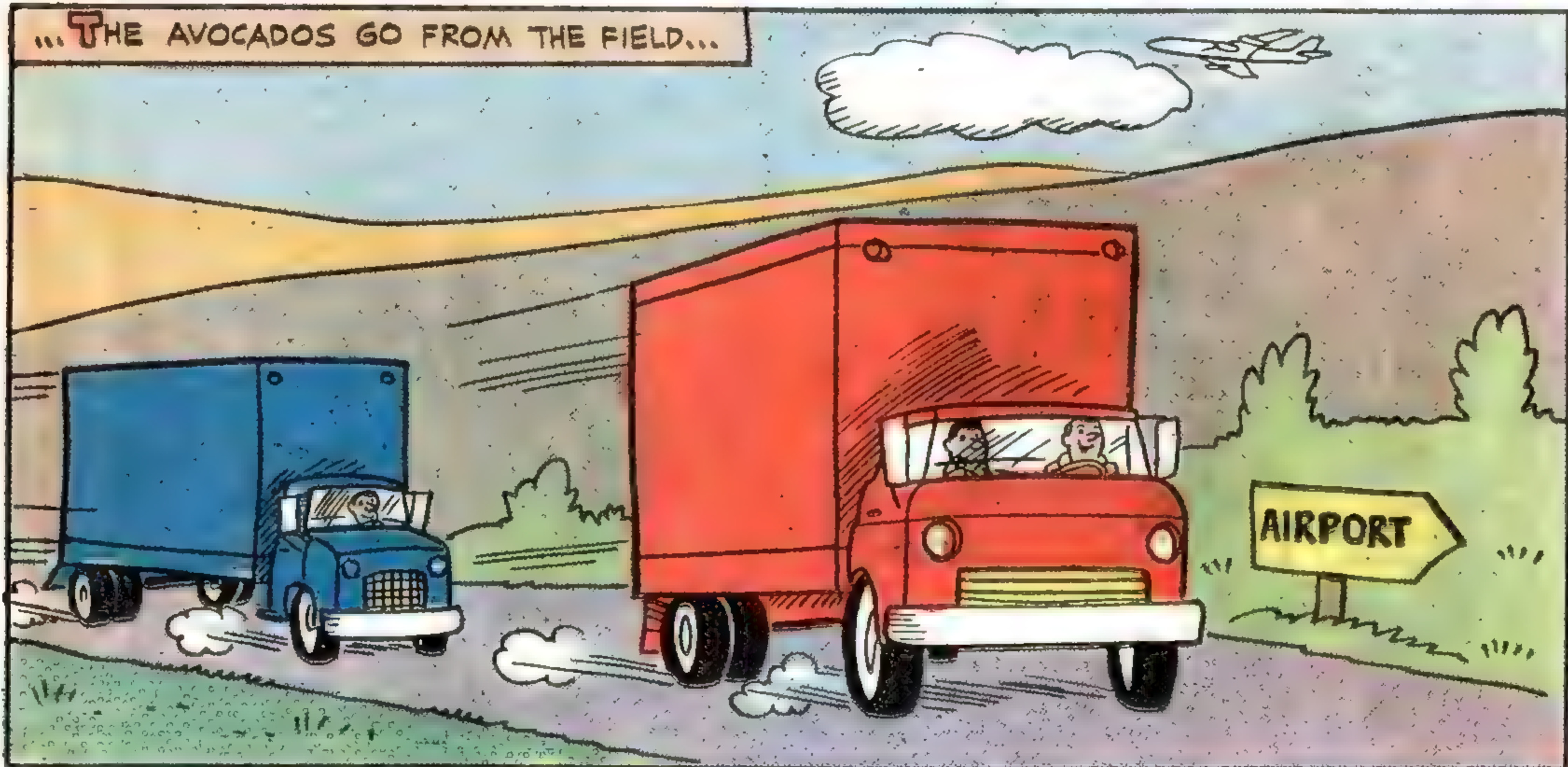
**C**ROPS HARVESTED IN CALIFORNIA ARE SHIPPED BY AIR. THE INCREASED COST OF AIR FREIGHT IS MORE THAN MADE UP BY THE TIME SAVED IN SHIPMENT.



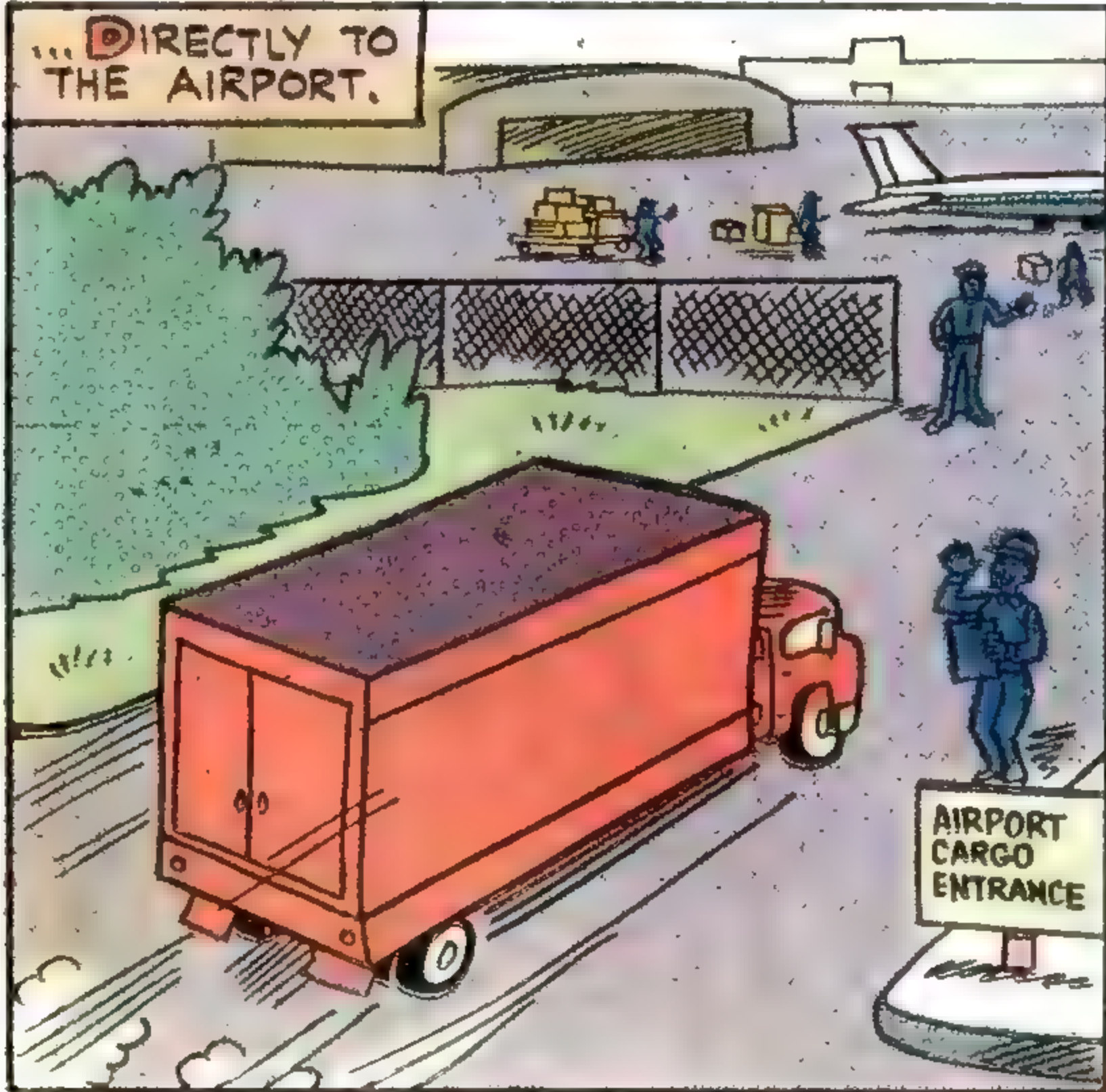
**A**VOCADOS PICKED IN CALIFORNIA ARE LOADED ABOARD TRUCKS. ONCE, THESE GROWERS DEPENDED ON REFRIGERATION CARS AND FAST TRAINS, BUT NOW...



...THE AVOCADOS GO FROM THE FIELD...



...DIRECTLY TO THE AIRPORT.

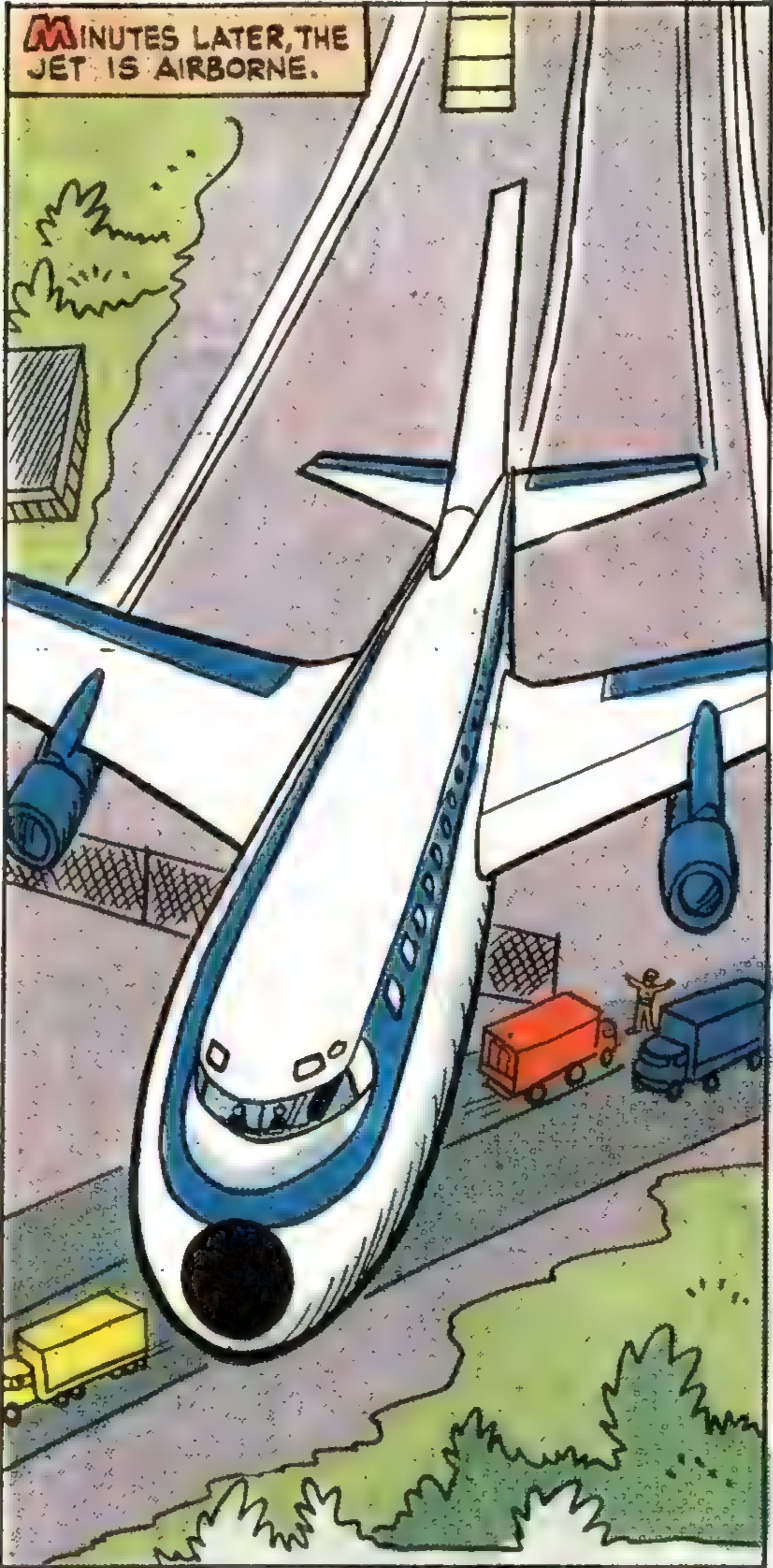


THE FRESH FRUIT IS LOADED ABOARD A WAITING JET CARGO PLANE...

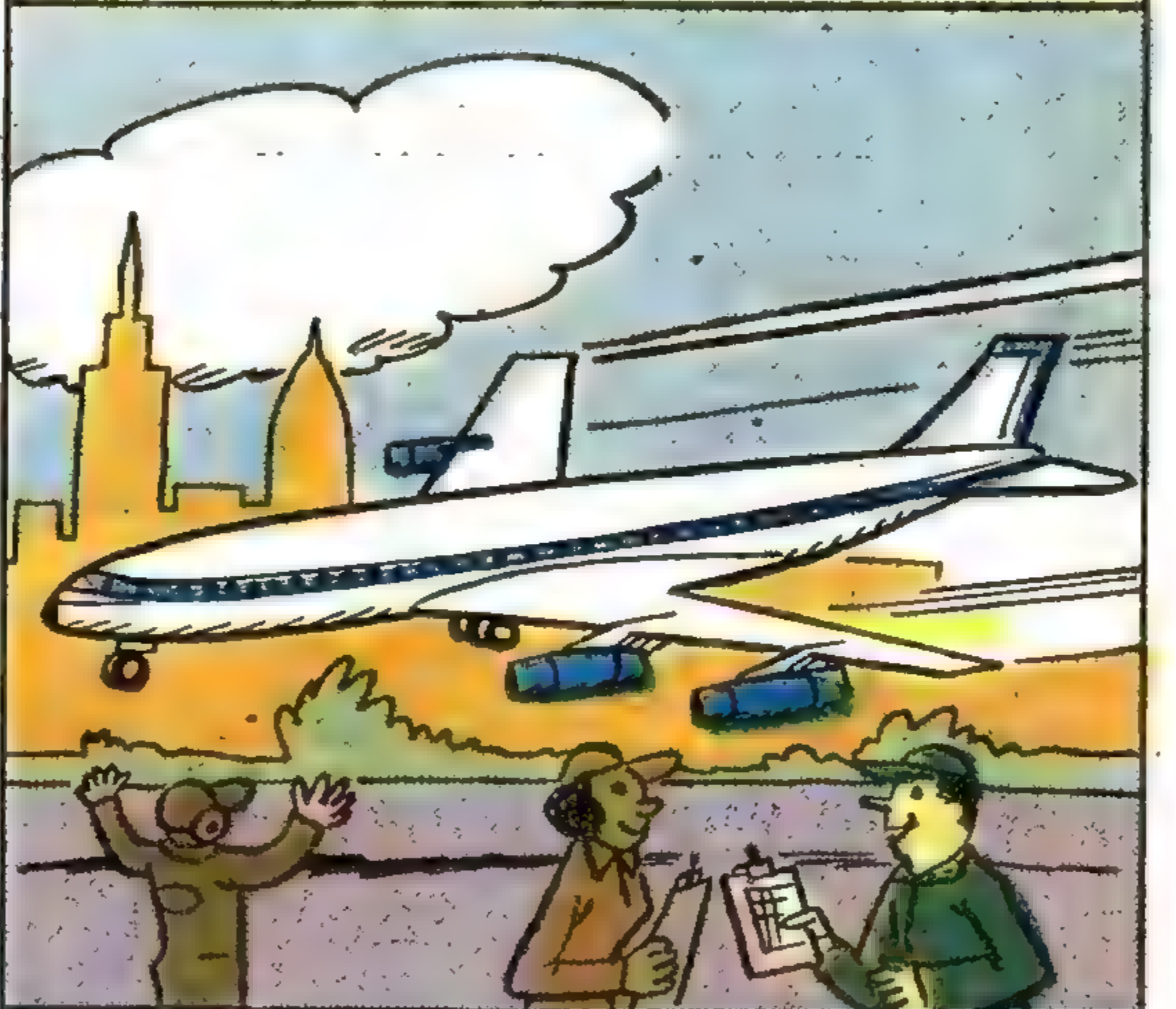




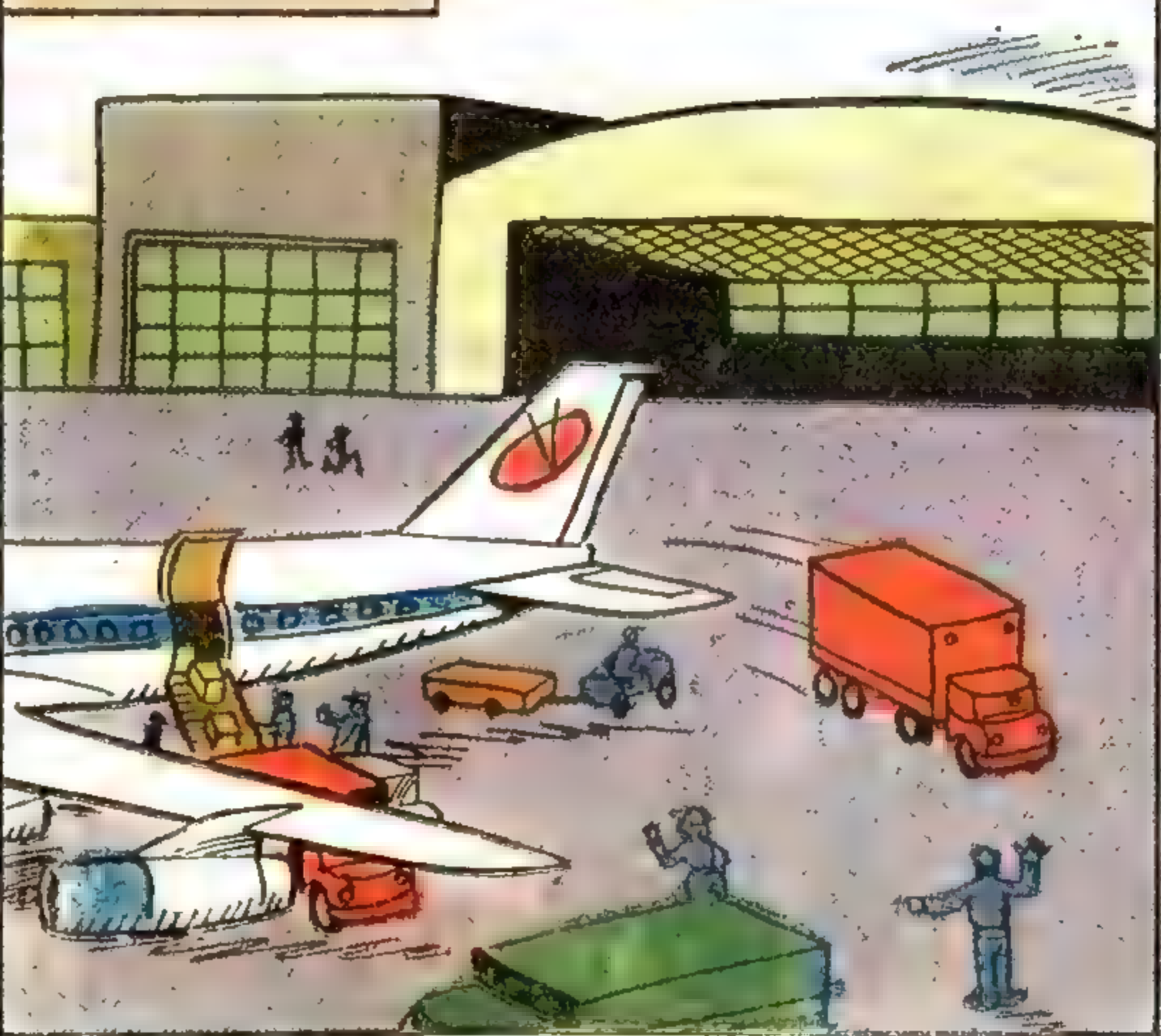
**M**INUTES LATER, THE  
JET IS AIRBORNE.



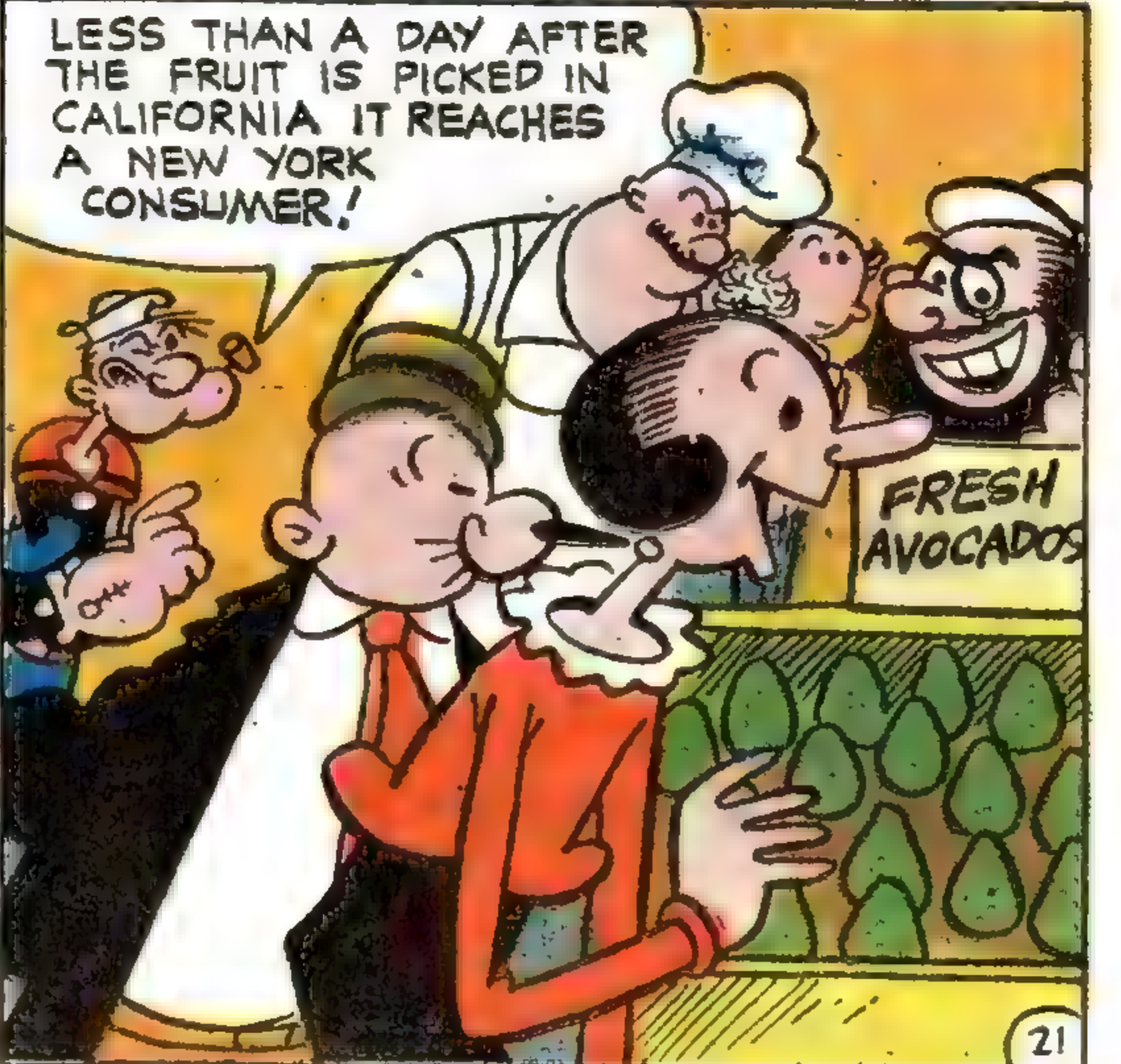
**A** FEW HOURS LATER, THE CARGO PLANE IS  
LANDING AT A NEW YORK AIRPORT...



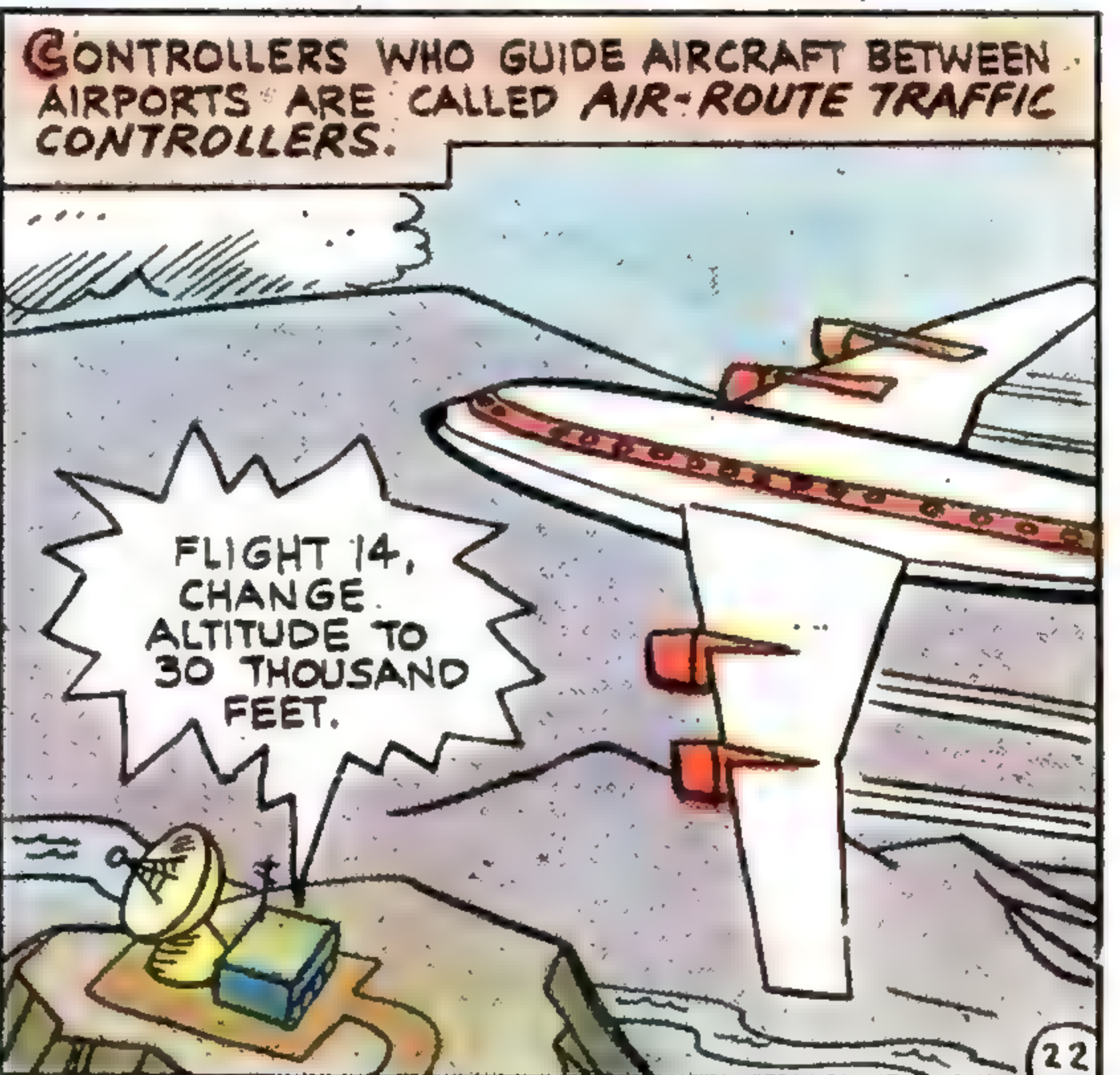
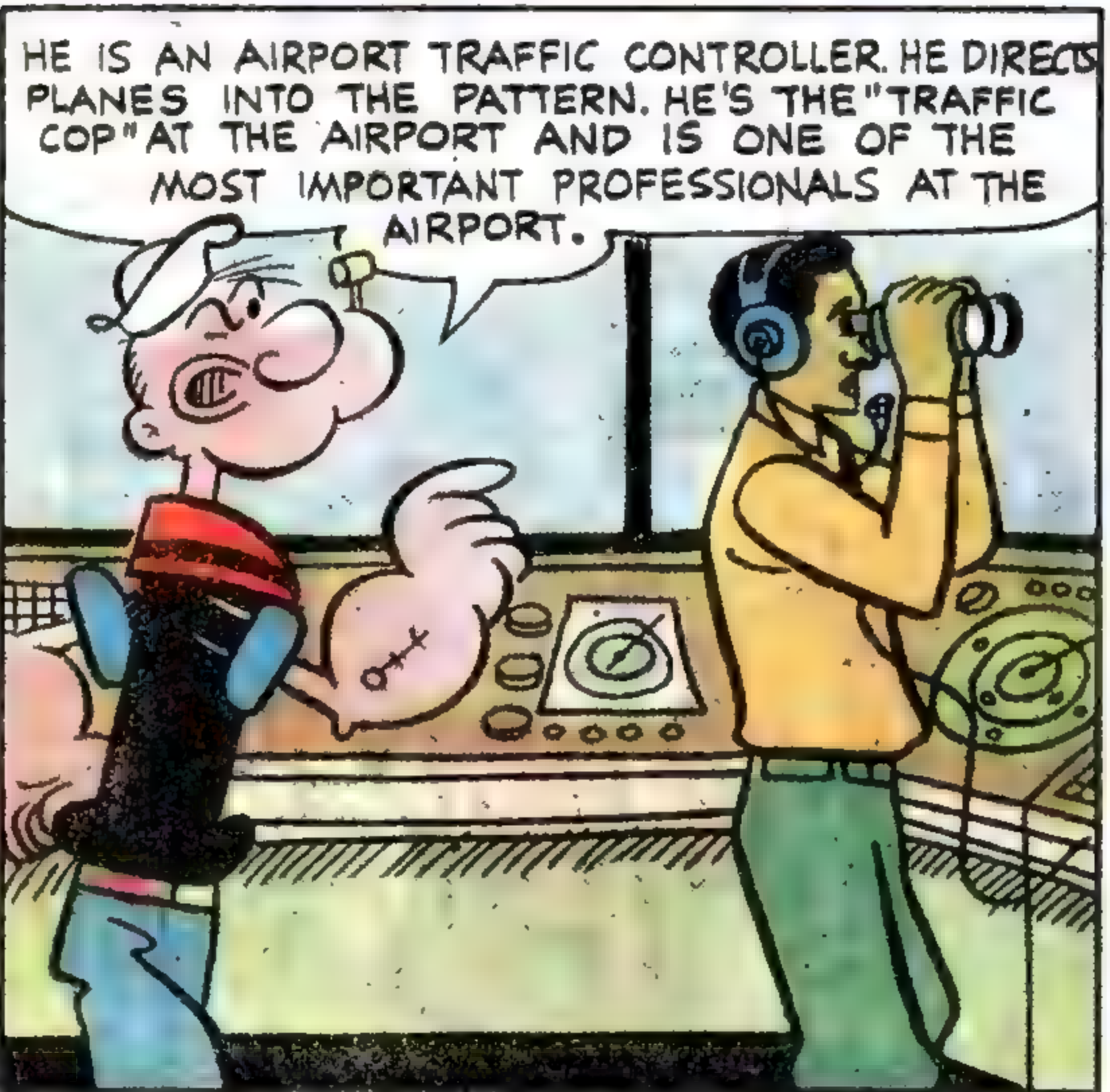
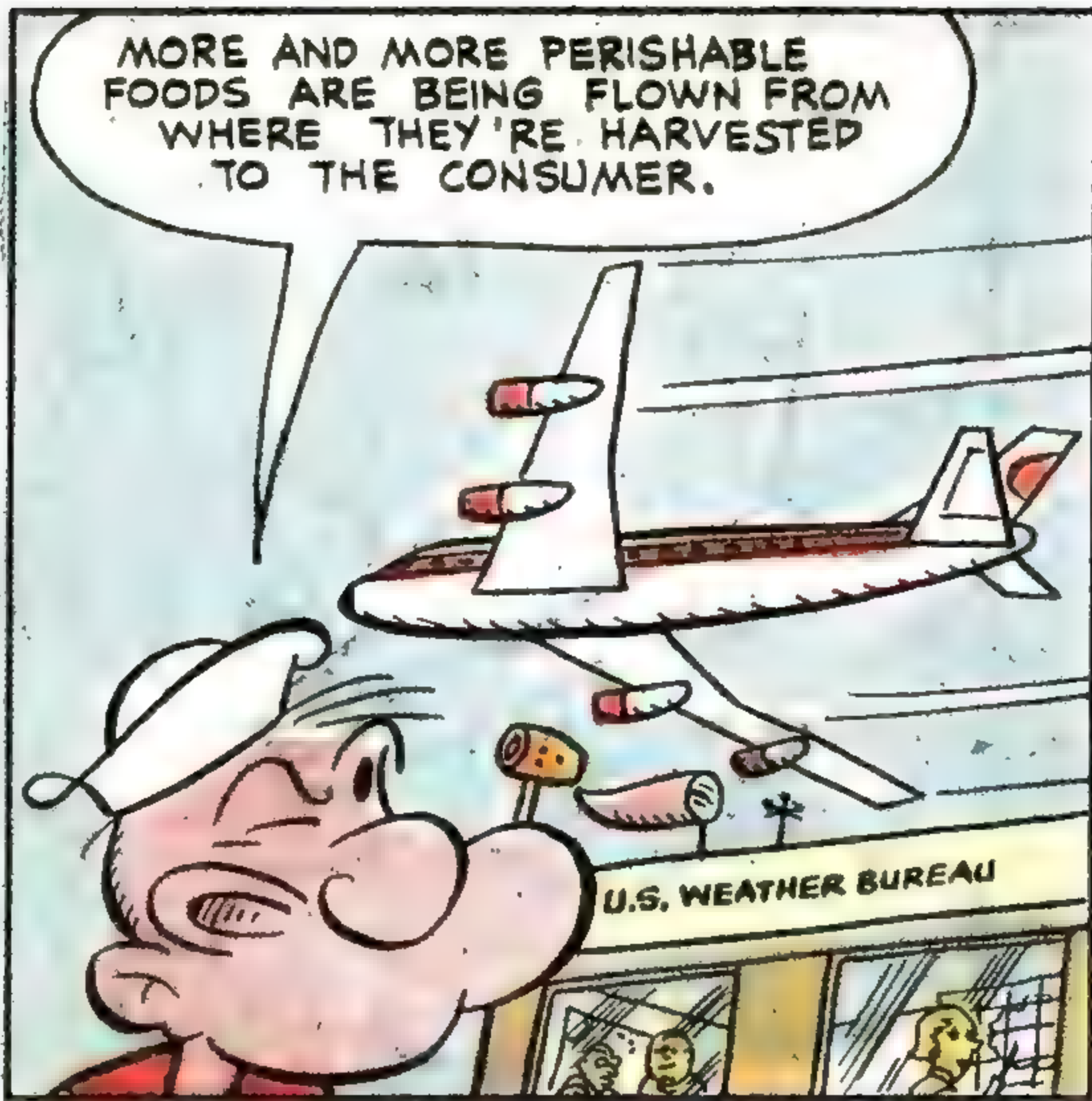
... **A**ND THE CARGO IS TRANSFERRED  
TO TRUCKS.



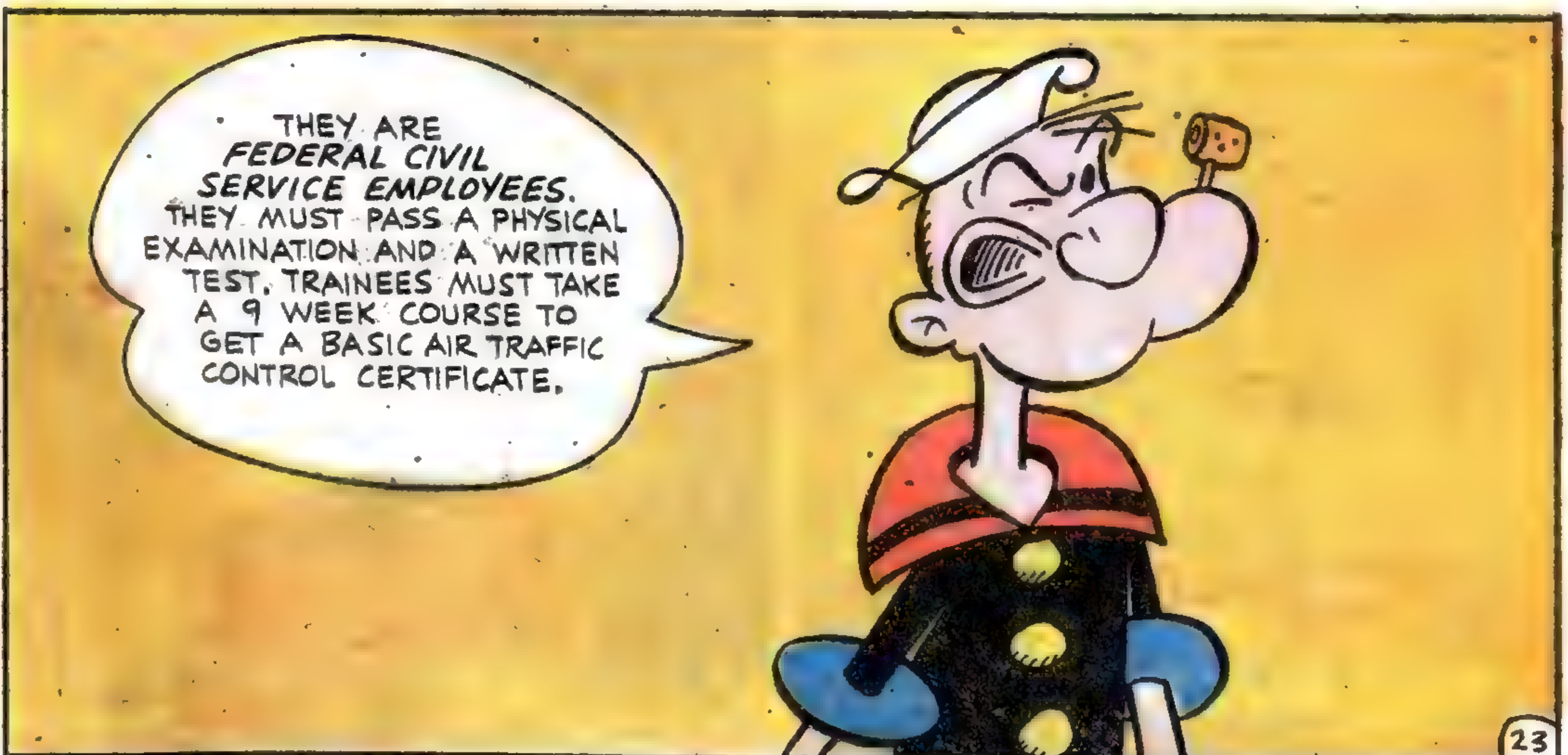
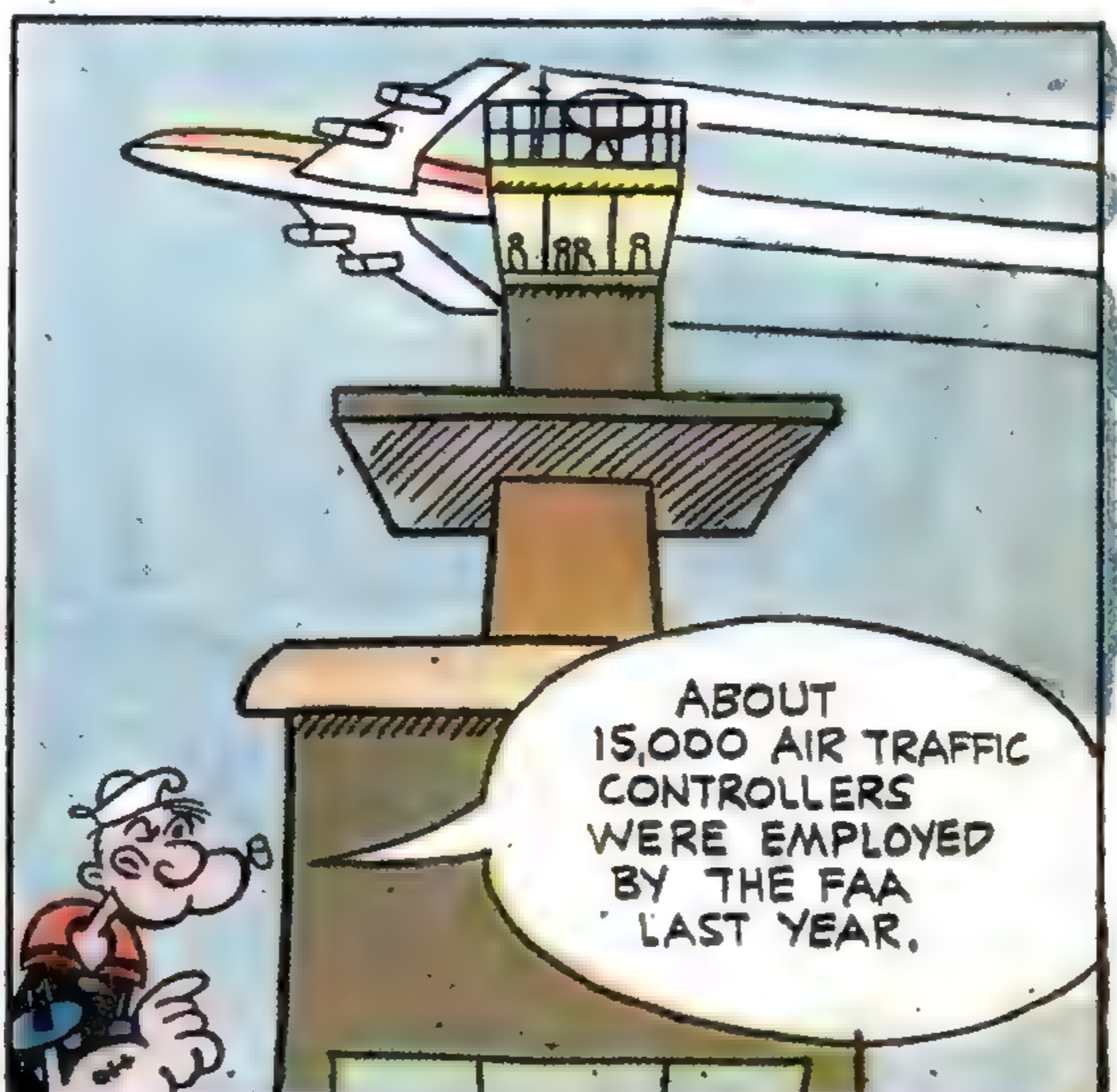
LESS THAN A DAY AFTER  
THE FRUIT IS PICKED IN  
CALIFORNIA IT REACHES  
A NEW YORK  
CONSUMER!



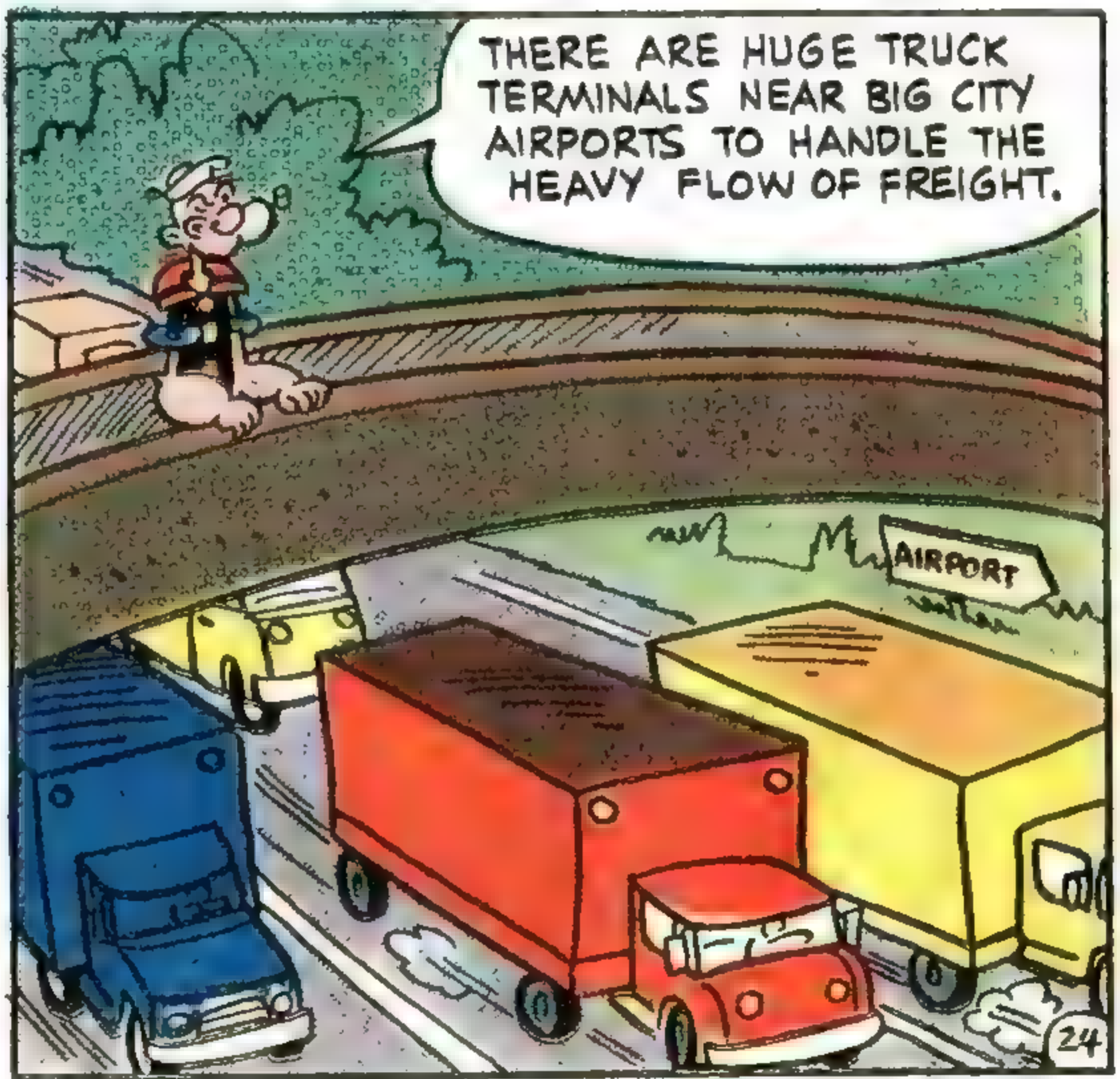
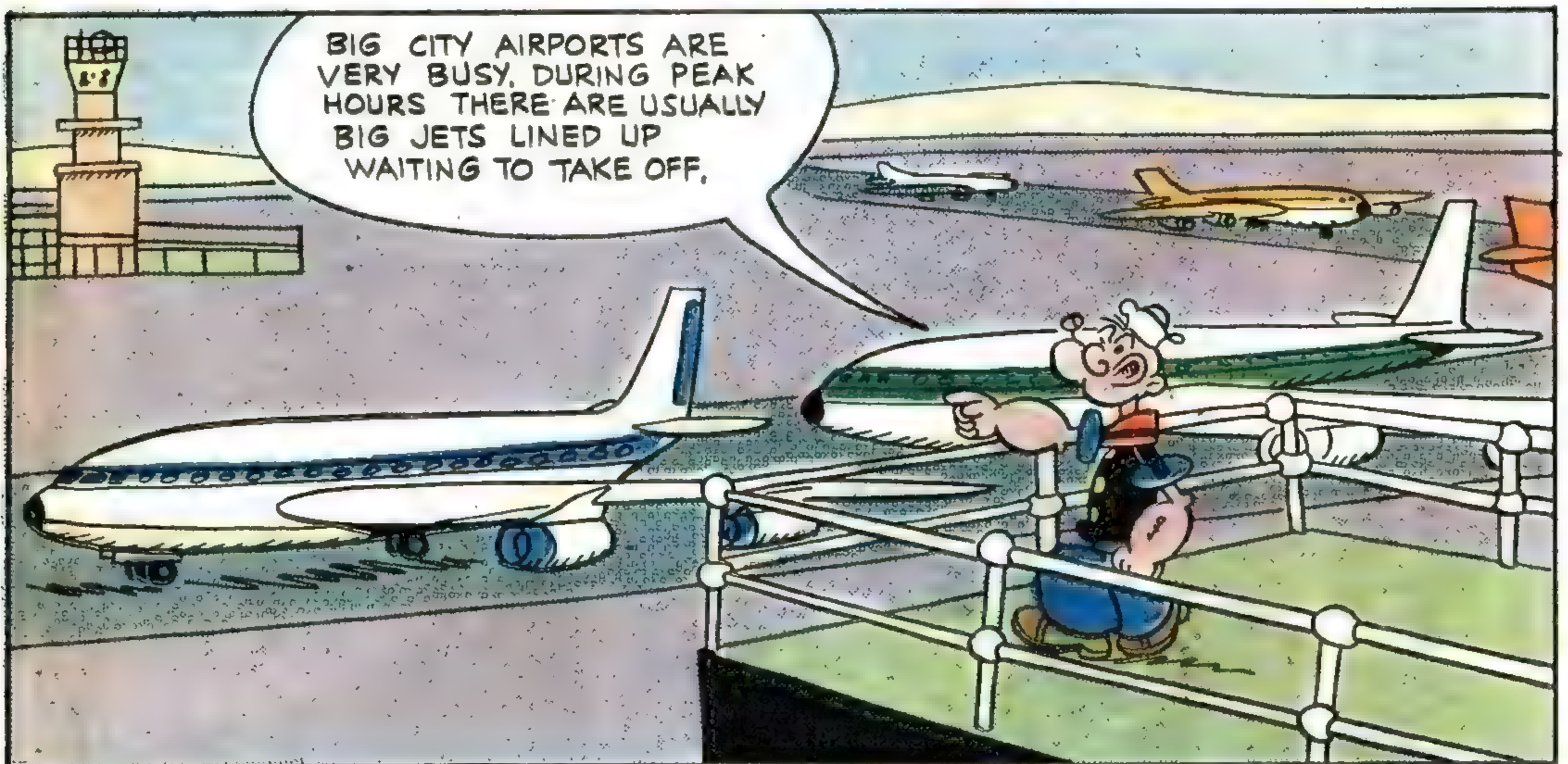
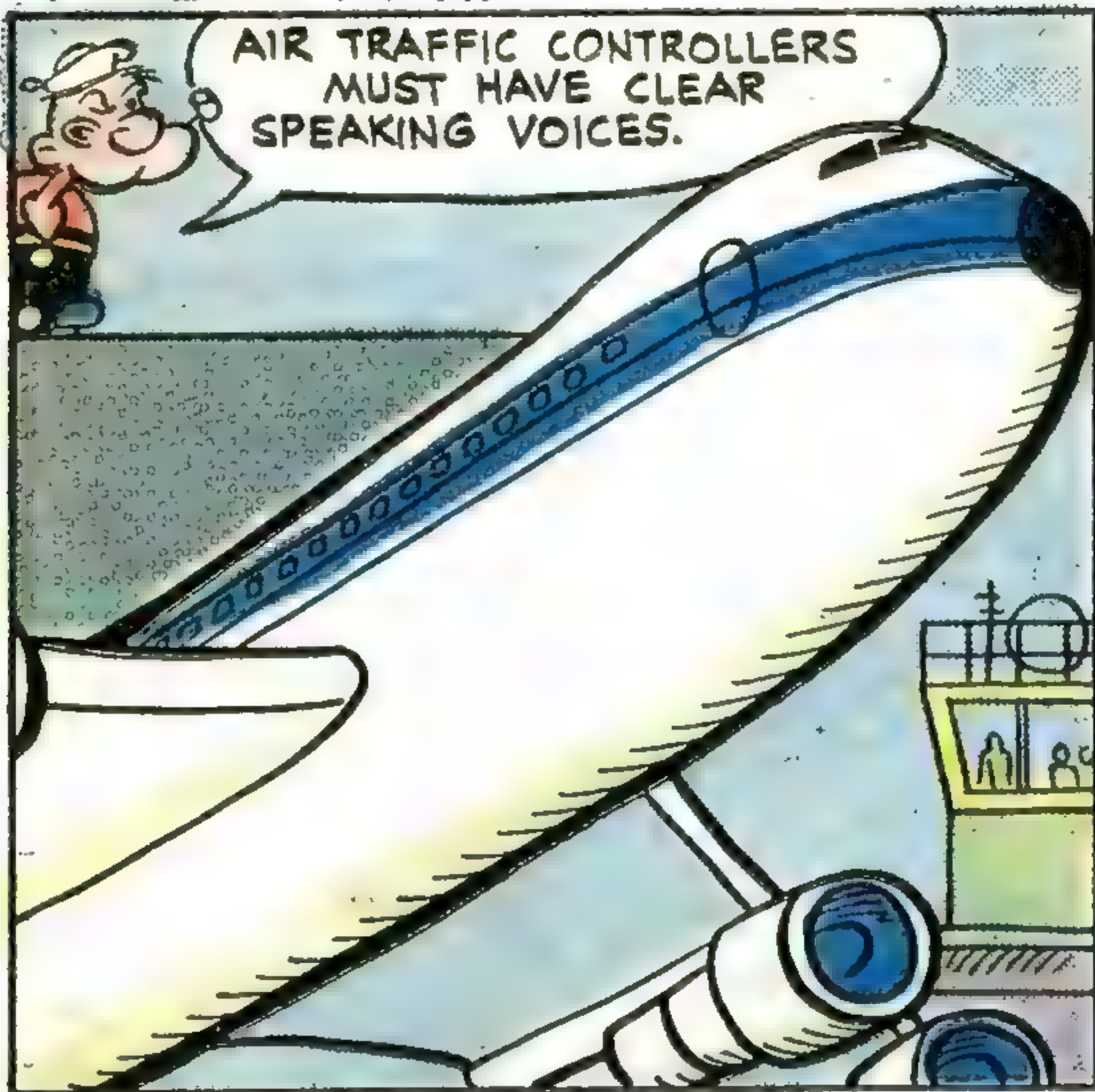




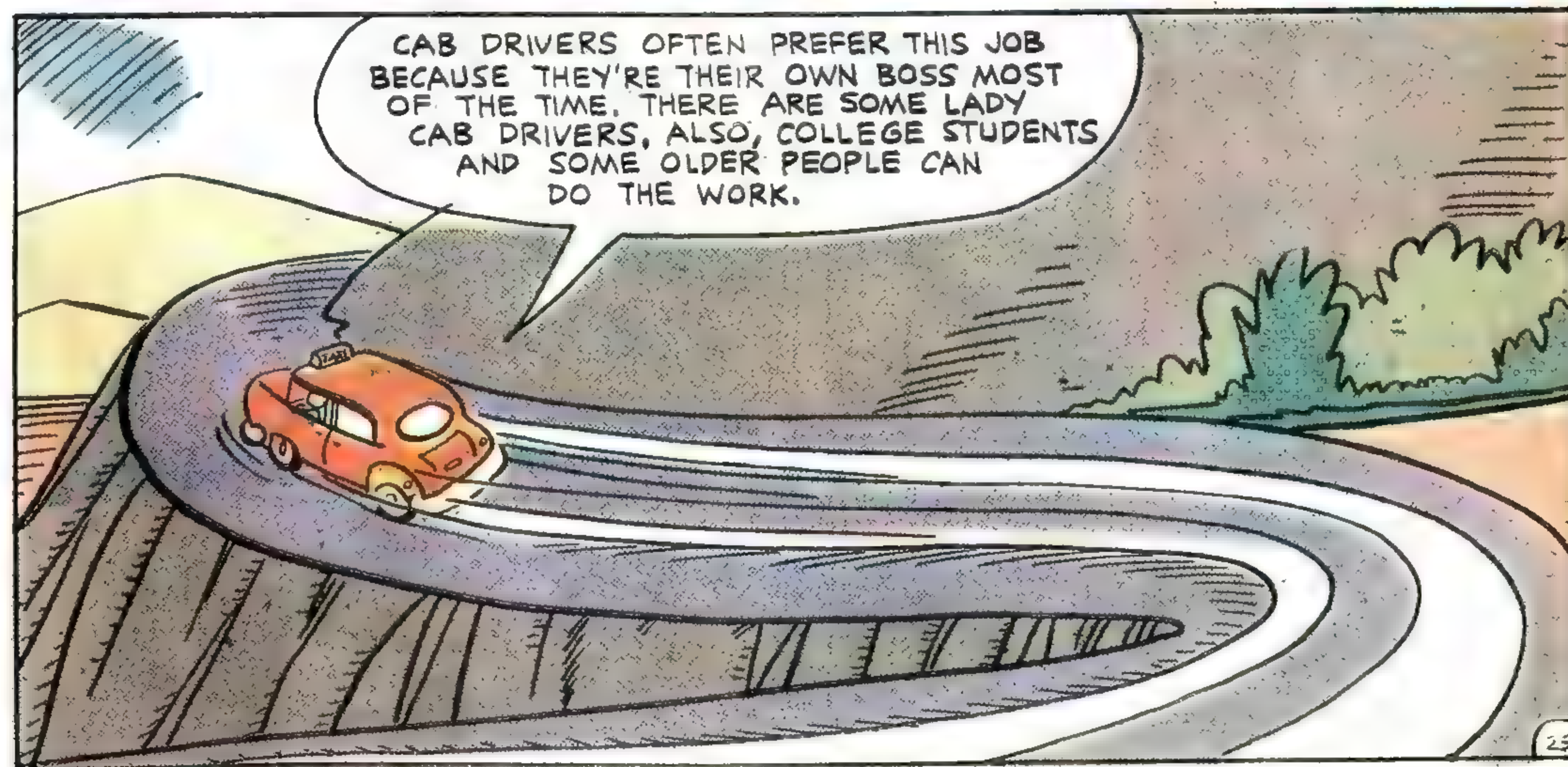
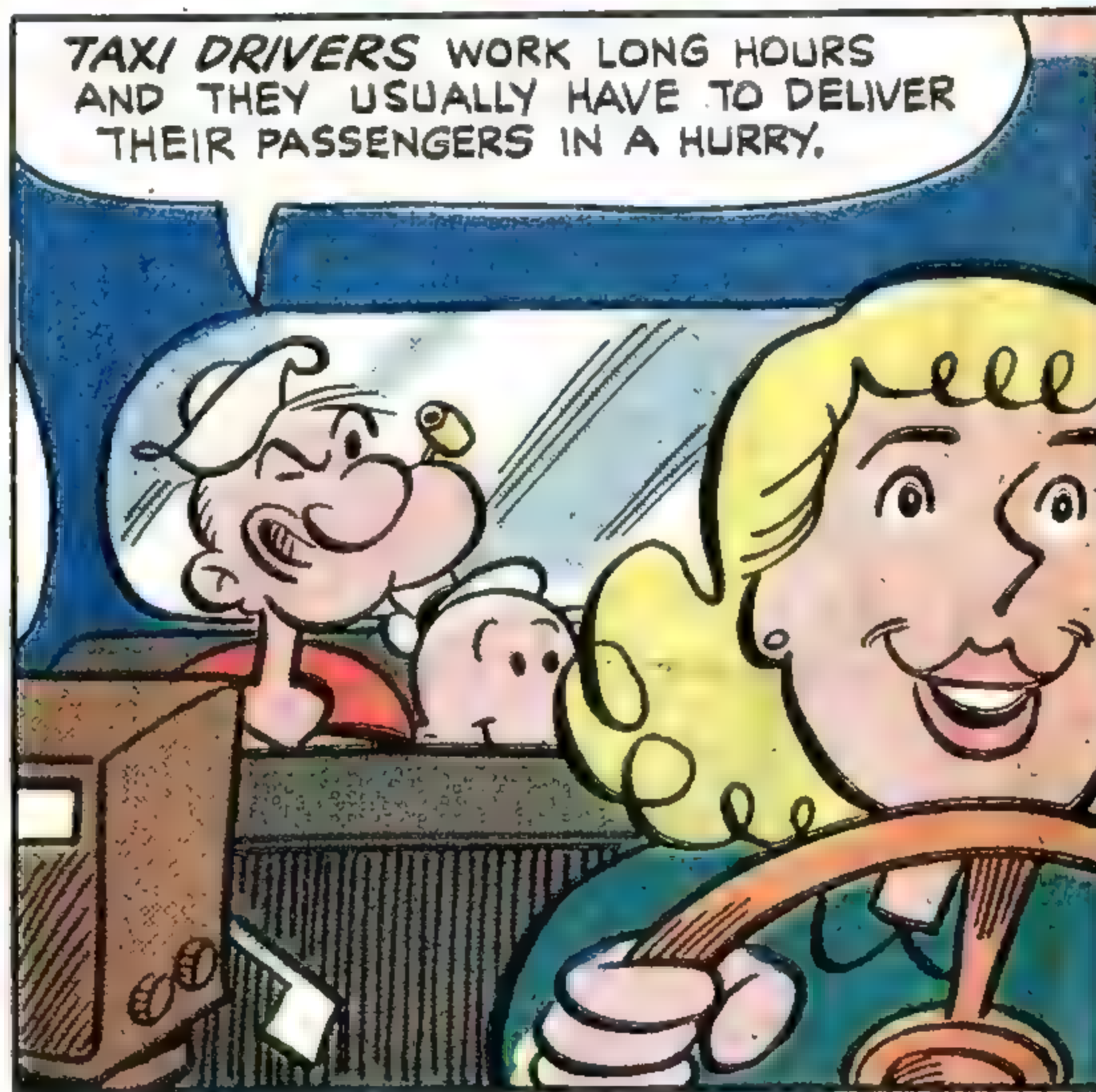
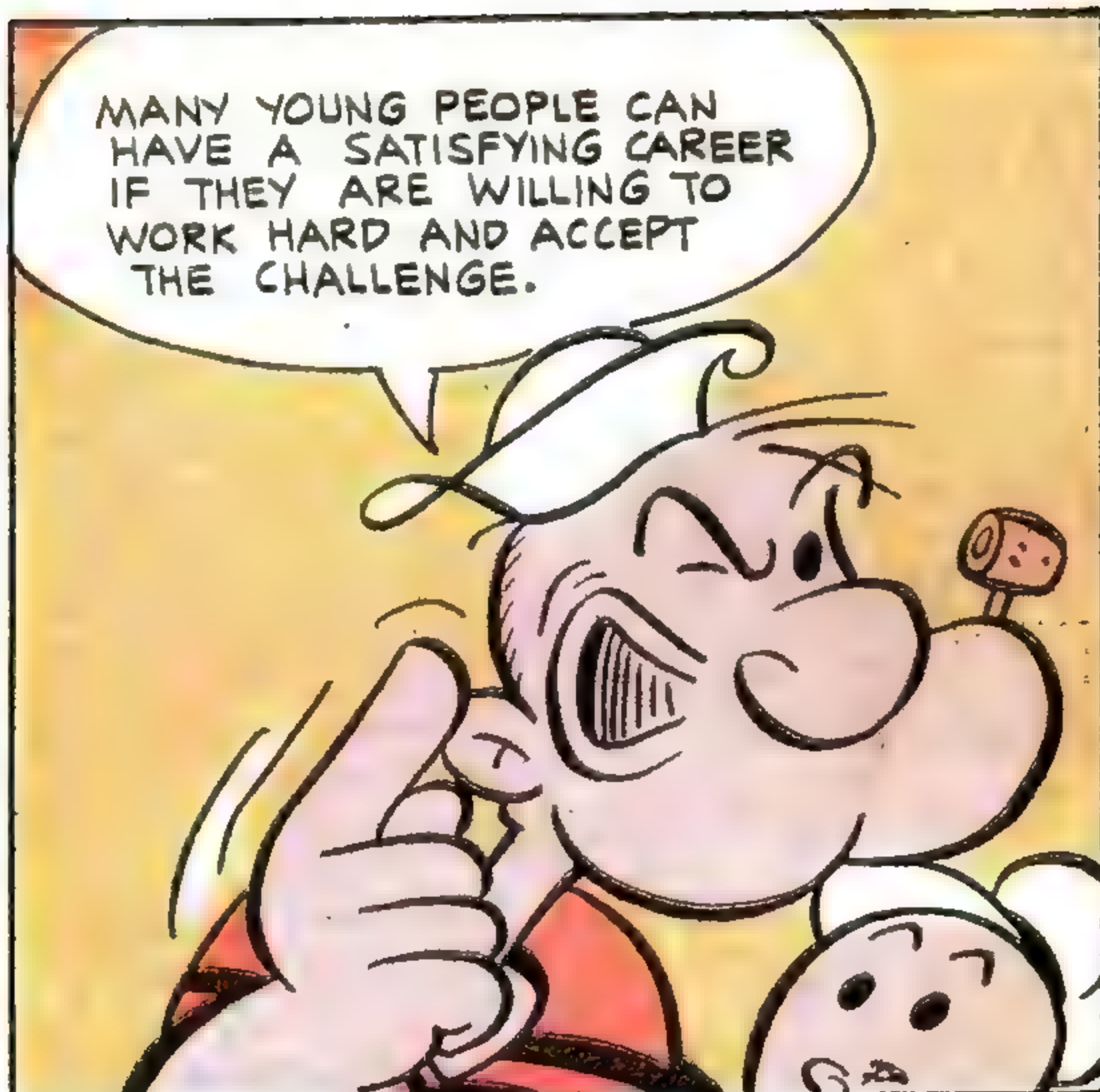




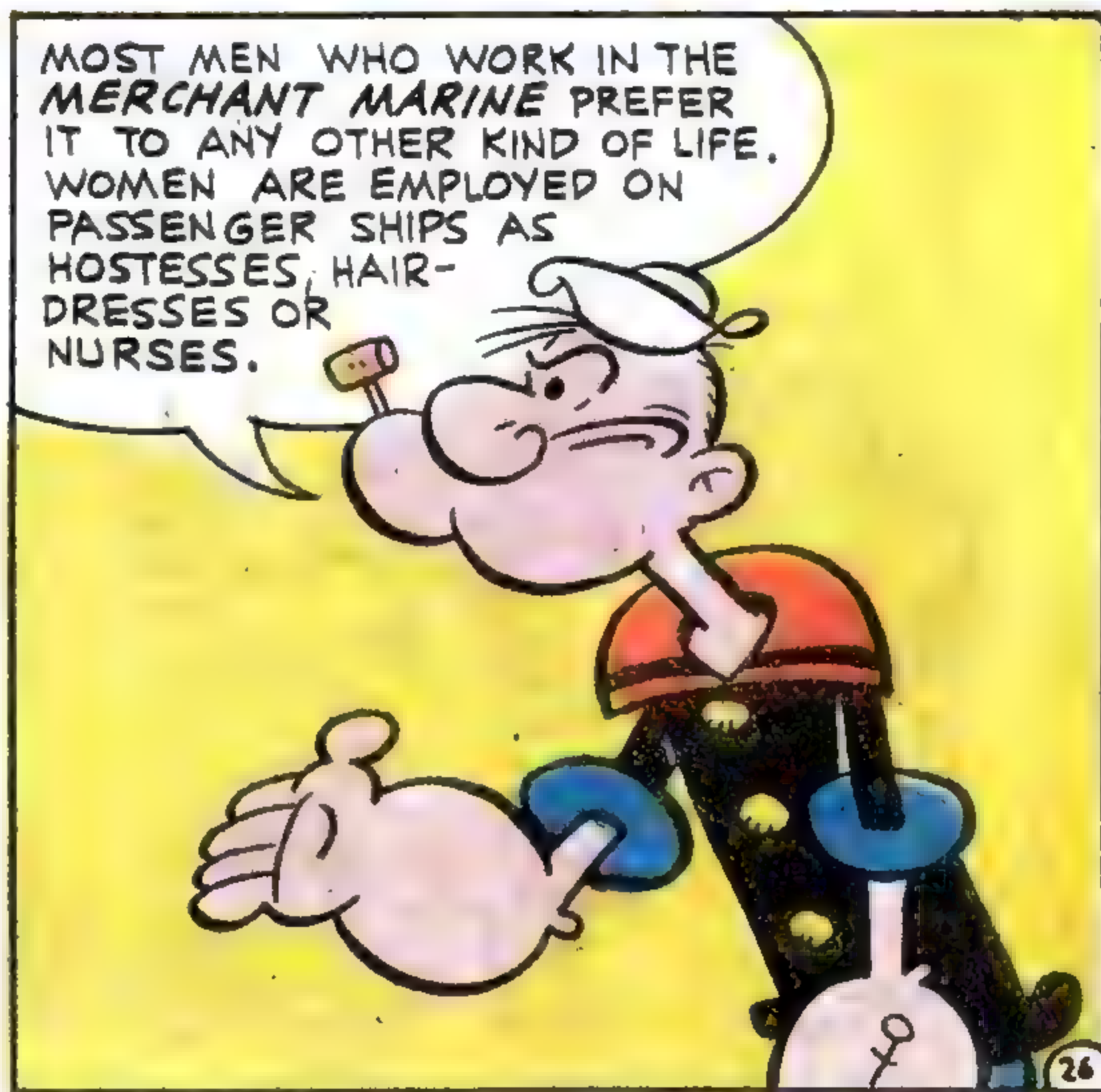
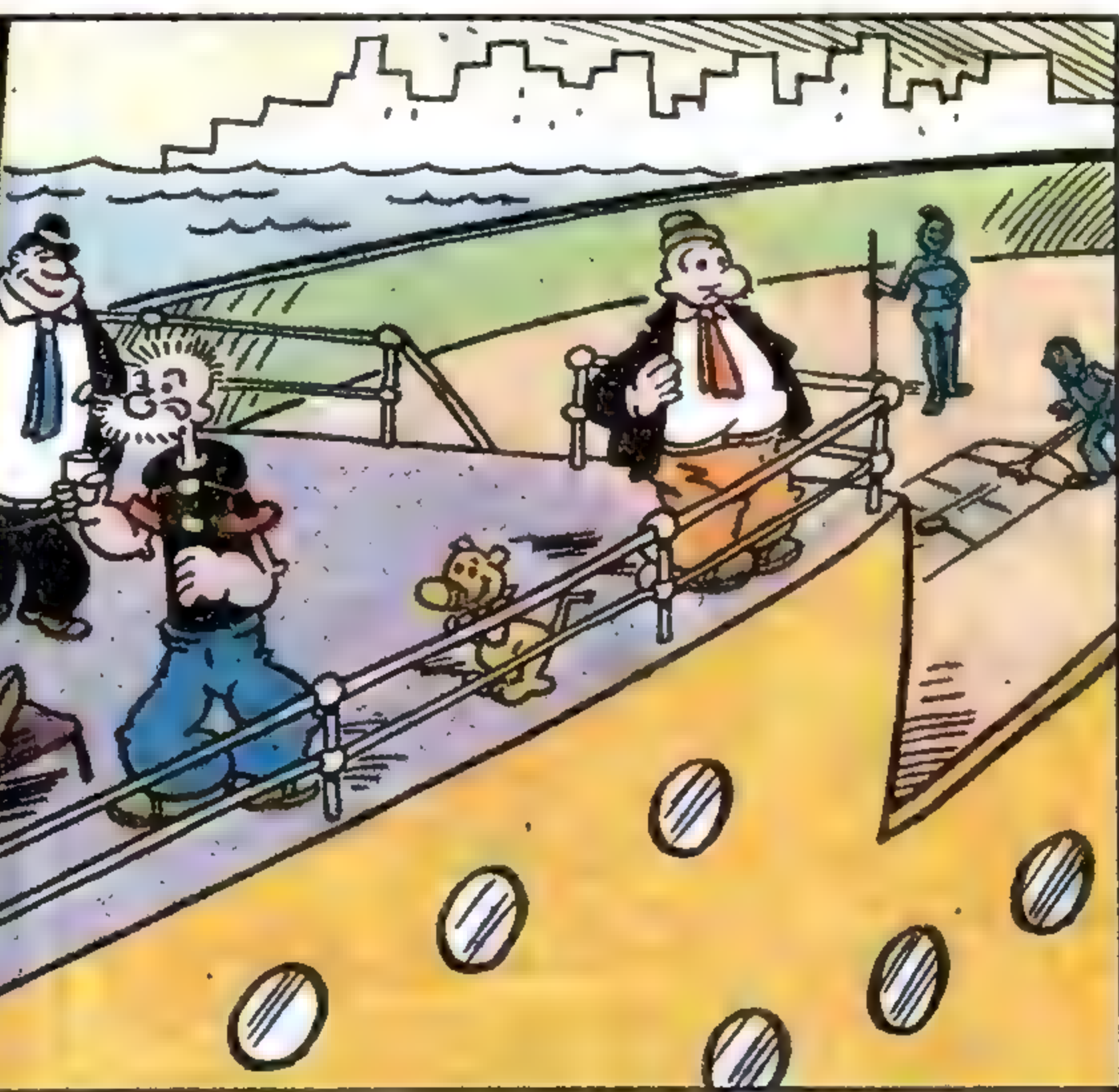
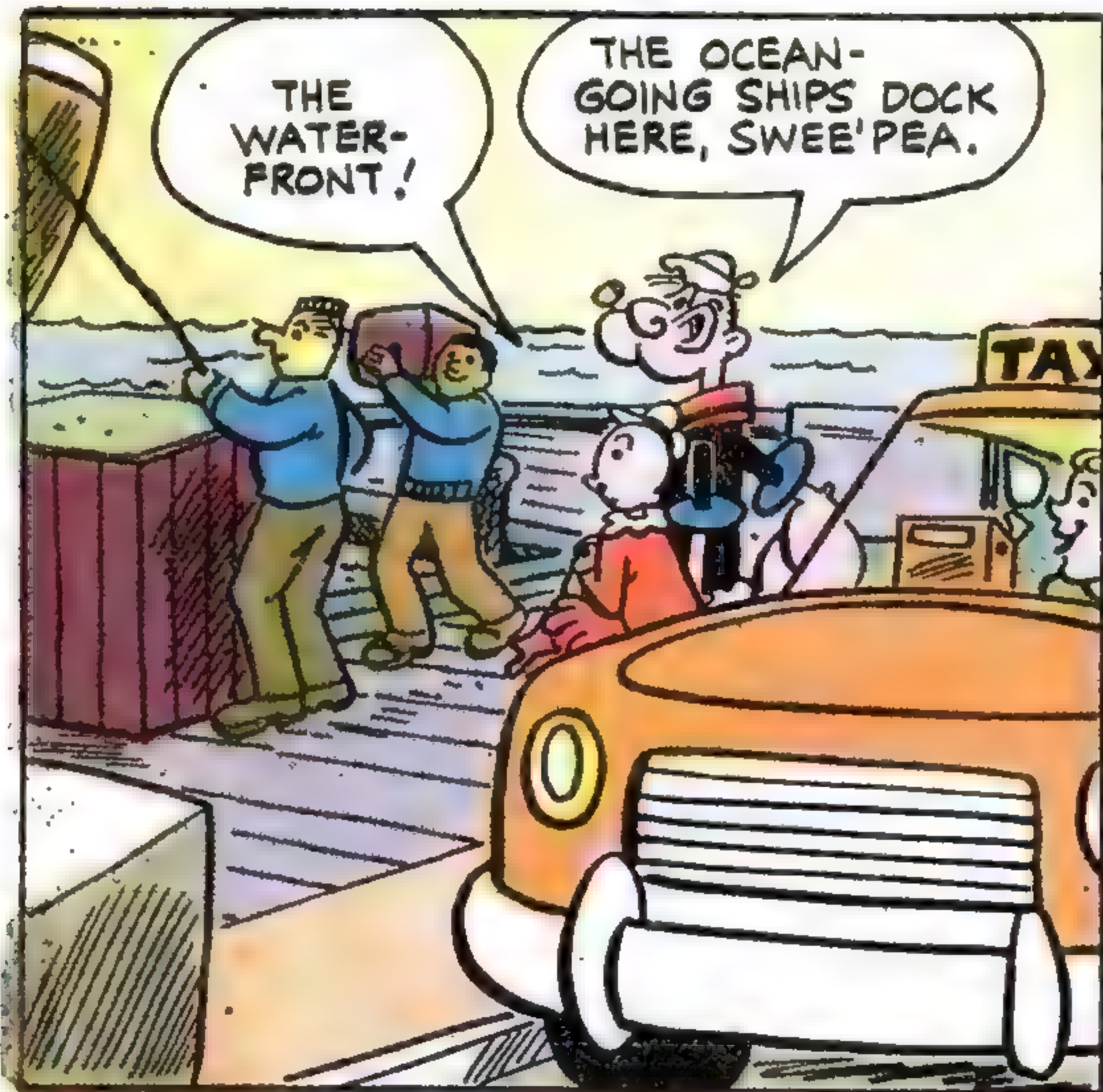






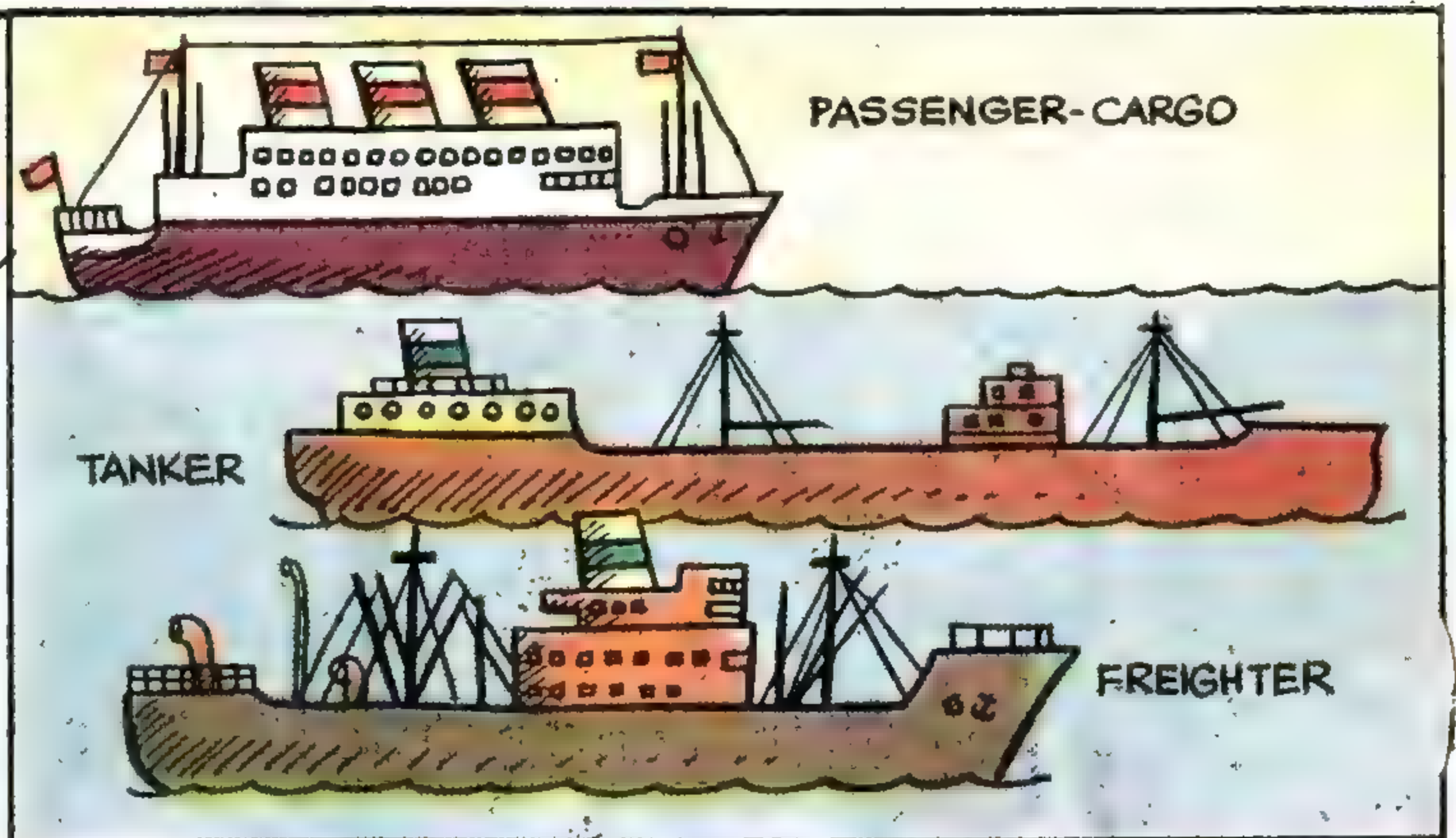




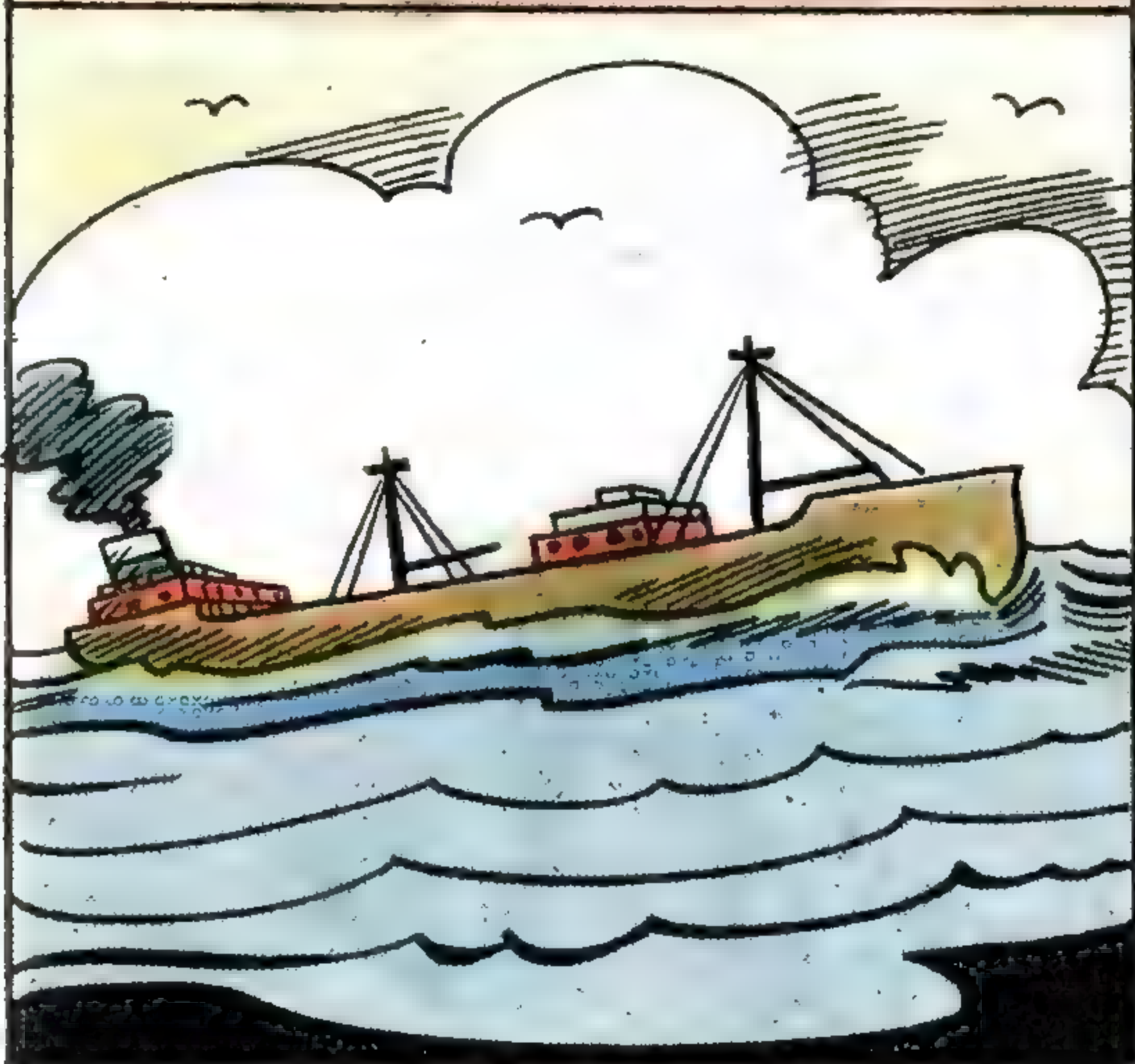




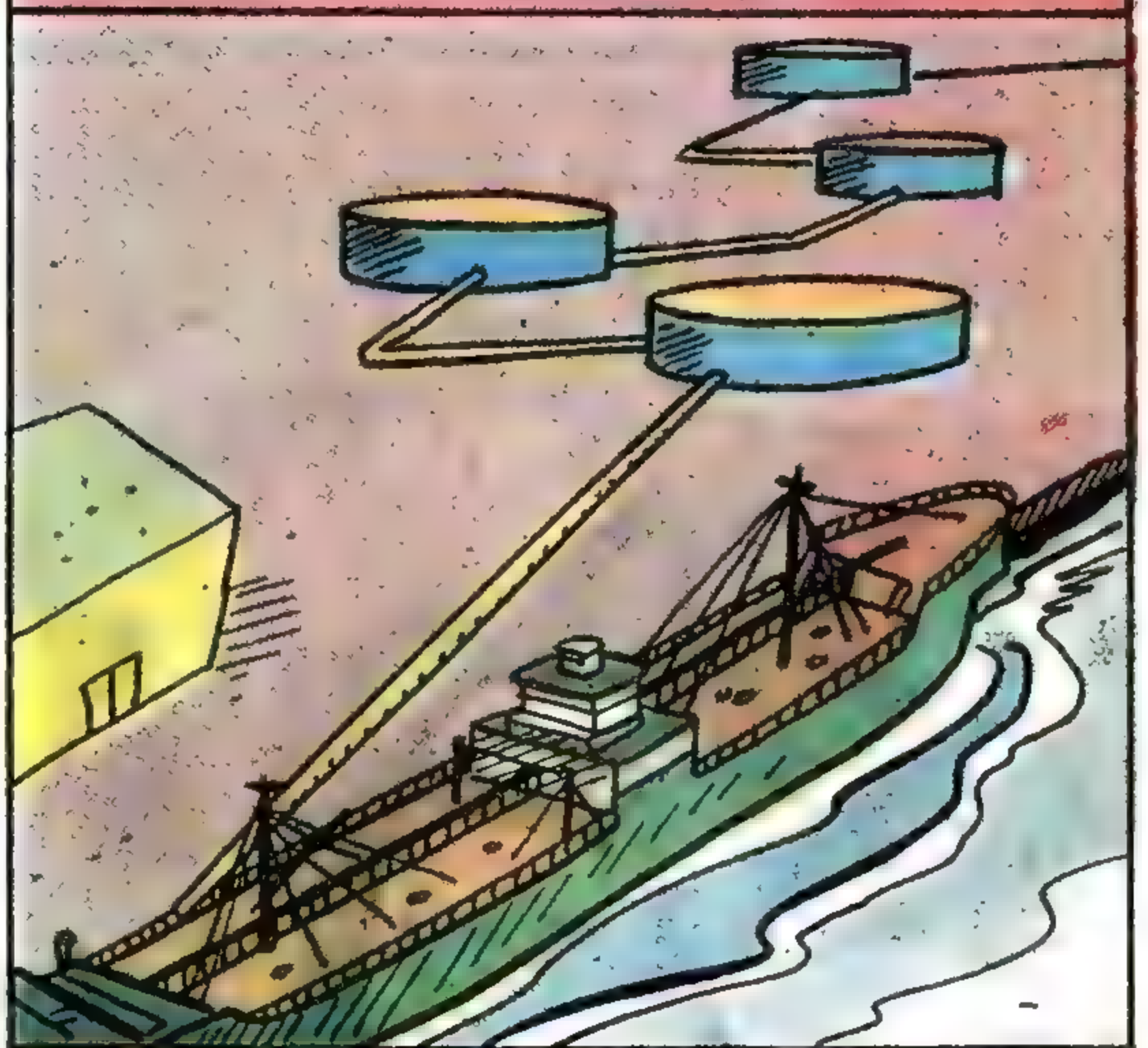
THERE ARE THREE MAIN TYPES OF SHIPS, PASSENGER-CARGO VESSELS, OCEAN-GOING TANKERS, AND FREIGHTERS. TUGS ASSIST ALL OF THEM TO DOCK.



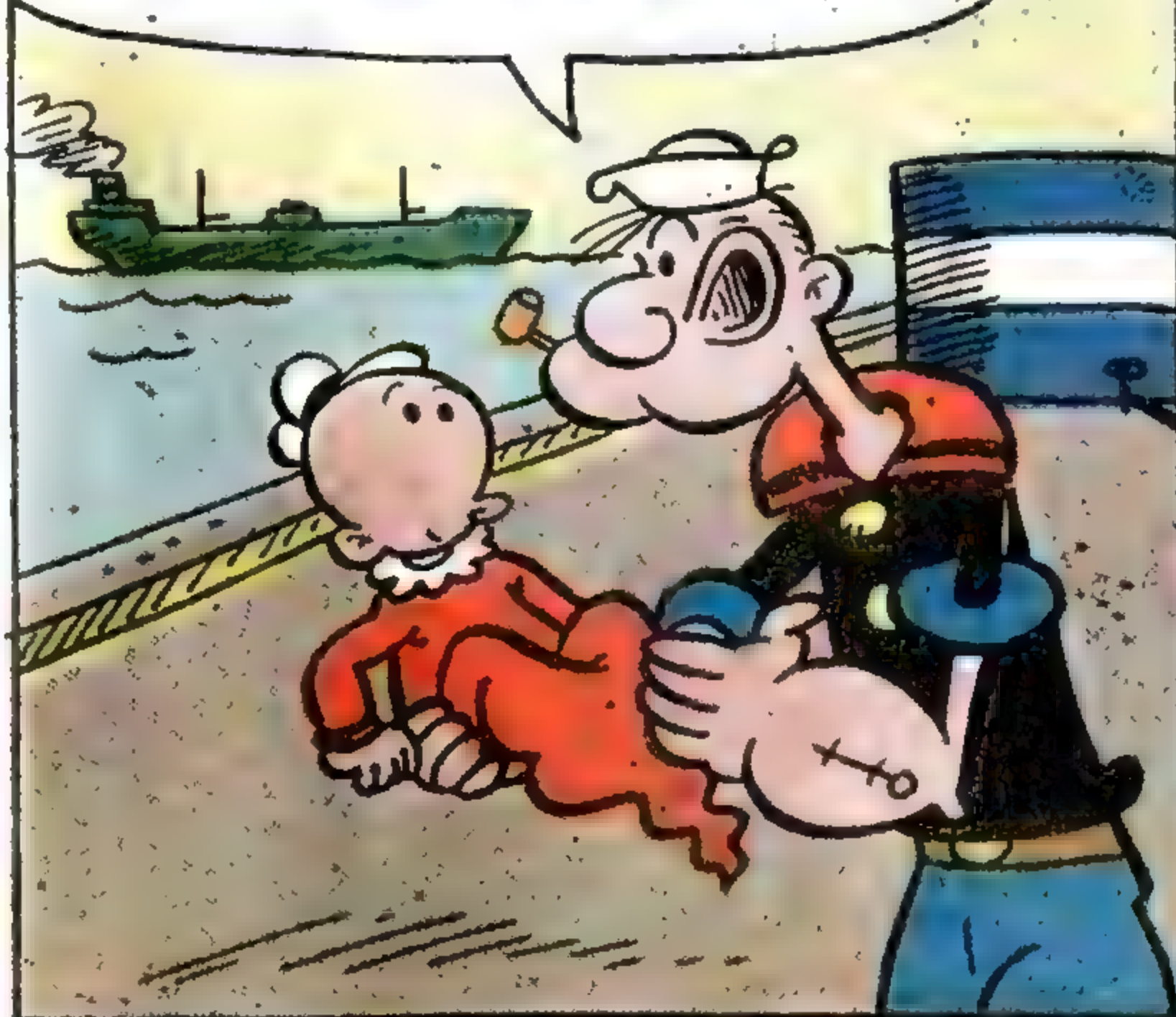
TANKERS CARRY LIQUID CARGOS, USUALLY OIL OR OIL PRODUCTS. MANY OF THEM SAIL FROM GULF PORTS UP THE ATLANTIC COAST.



THE TANKERS PUMP THEIR CARGO INTO TANKS ON SHORE VERY QUICKLY AND THEN SAIL RIGHT BACK FOR ANOTHER LOAD.



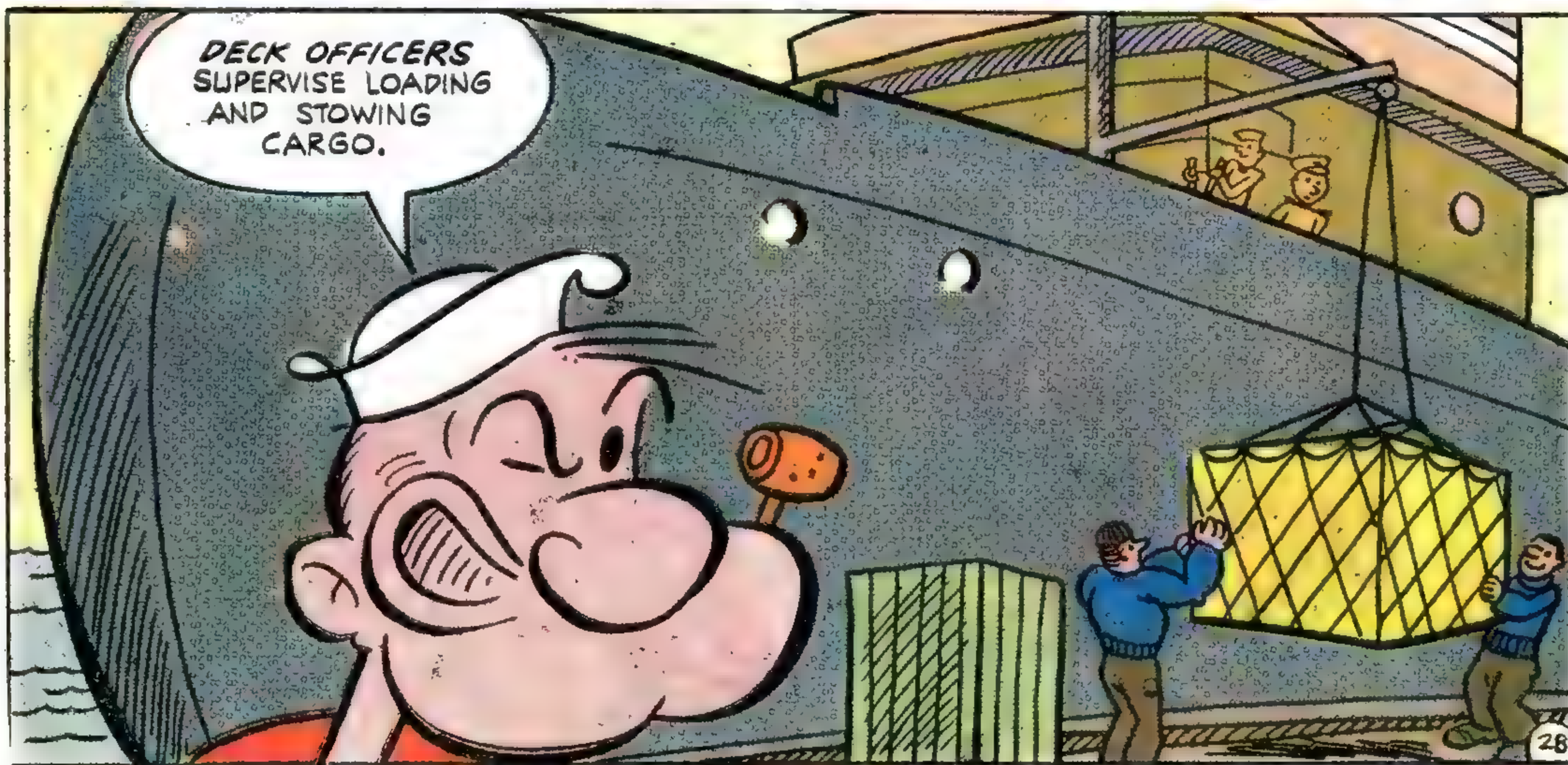
TANKER CREWS DON'T GET TO SPEND MUCH TIME ON SHORE BECAUSE THEIR SHIPS DON'T STAY IN PORT LONG BUT THEY ARE GIVEN LONG LEAVES ON SHORE EVERY YEAR.



CARGO SHIPS GO WHERE THEIR OWNERS THINK THEY CAN MAKE A PROFIT. THEY ARE USUALLY SLOWER THAN TANKERS OR PASSENGER-CARGO VESSELS.





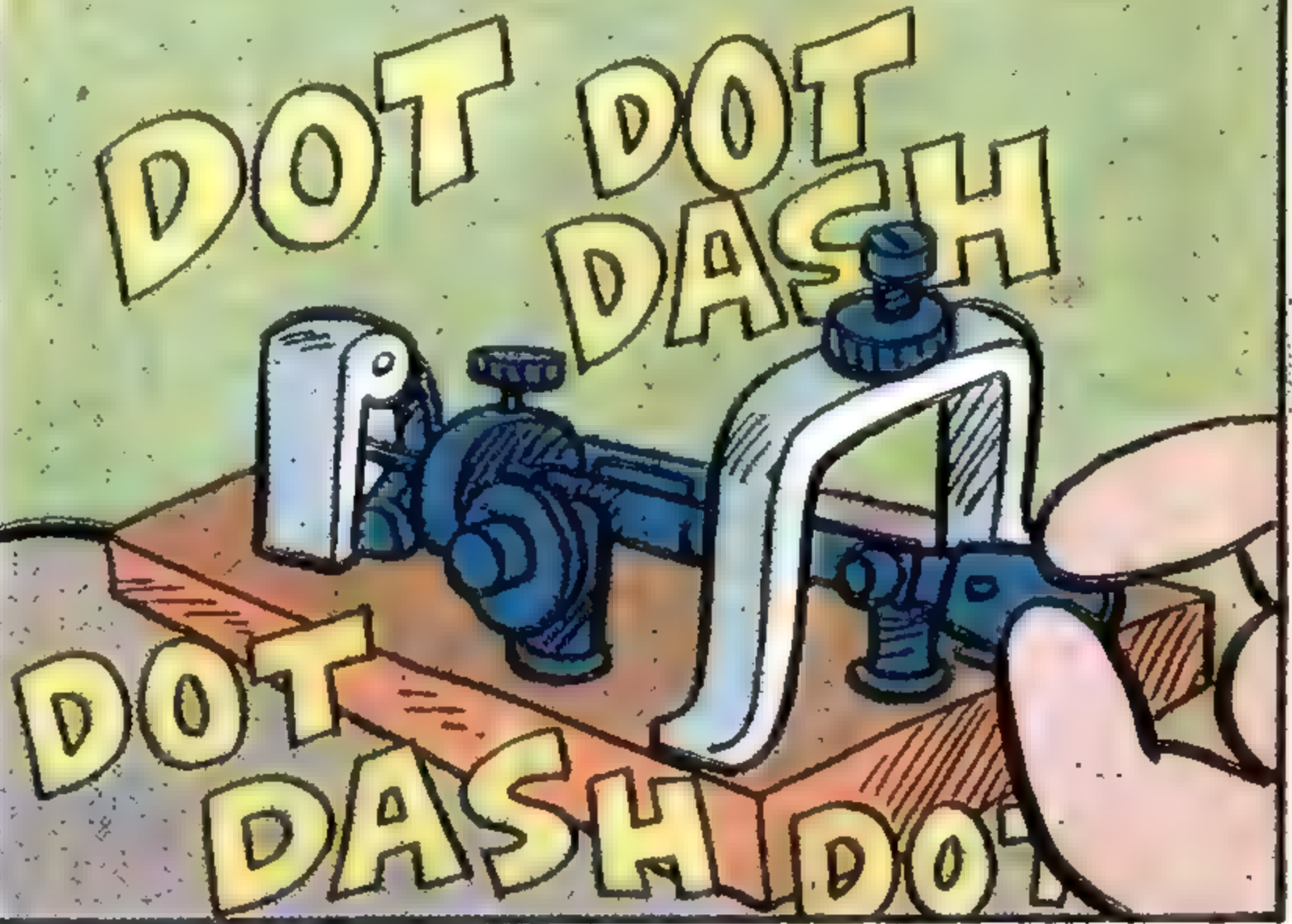




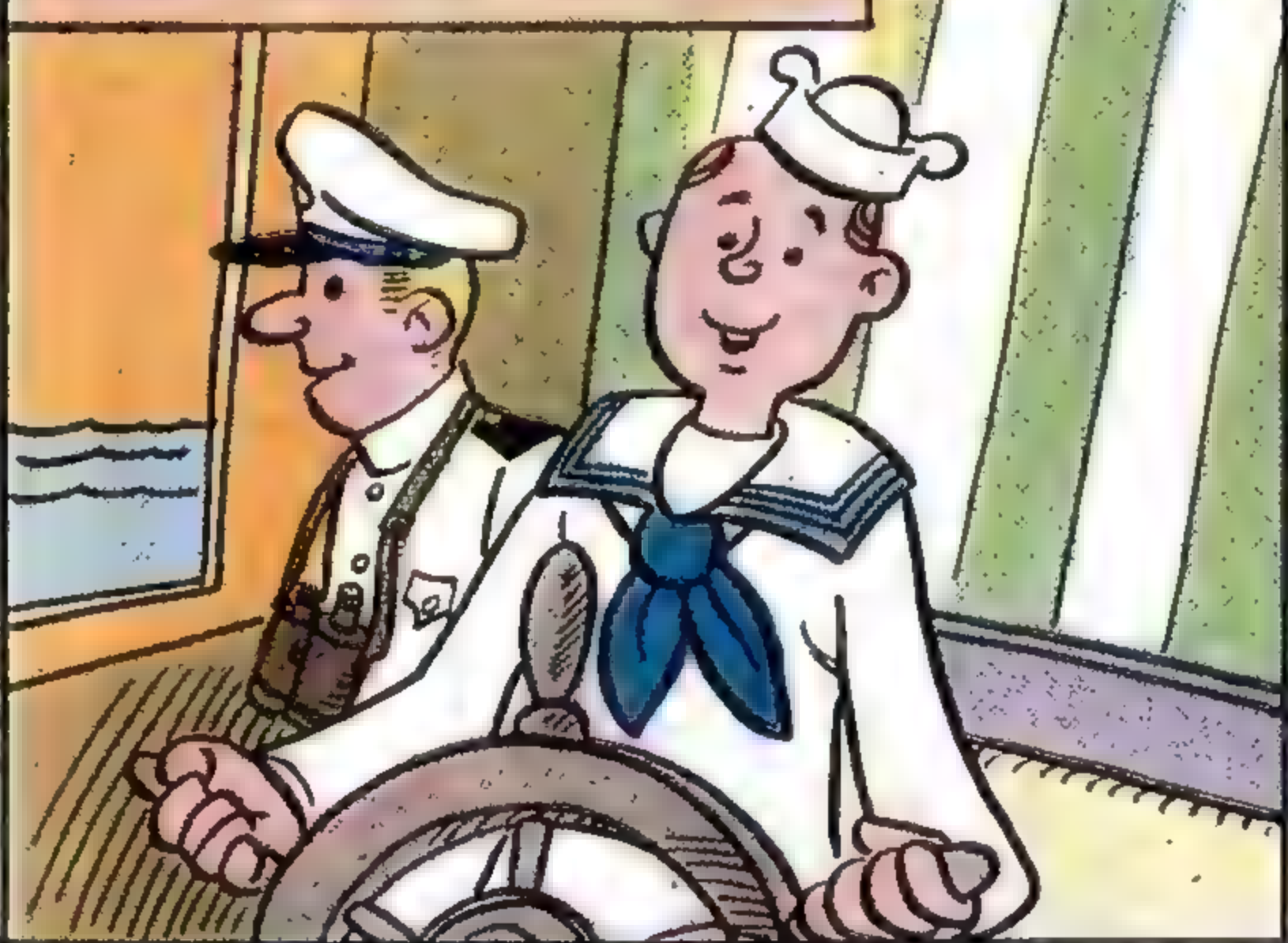
THIS IS THE **RADIO OPERATOR**. BIG PASSENGER VESSELS CARRY AS MANY AS SIX. CARGO SHIPS USUALLY CARRY ONE. THEY CALL HIM "**SPARKS**" AND HE IS A HIGHLY SKILLED SPECIALIST.



THE RADIO OPERATOR SENDS AND RECEIVES MESSAGES BY MORSE CODE OR VOICE RADIO. HE GETS WEATHER REPORTS AND NAVIGATIONAL INFORMATION.



UNSKILLED SEAMEN BEGIN AS **ORDINARY SEAMEN**. AFTER THEY ACQUIRE SOME SKILLS, THEY ARE ISSUED DOCUMENTS AND SAIL AS **ABLE-BODIED SEAMEN**. THEY MAINTAIN DECK MACHINERY, STEER THE SHIP, STAND WATCHES AND PAINT.

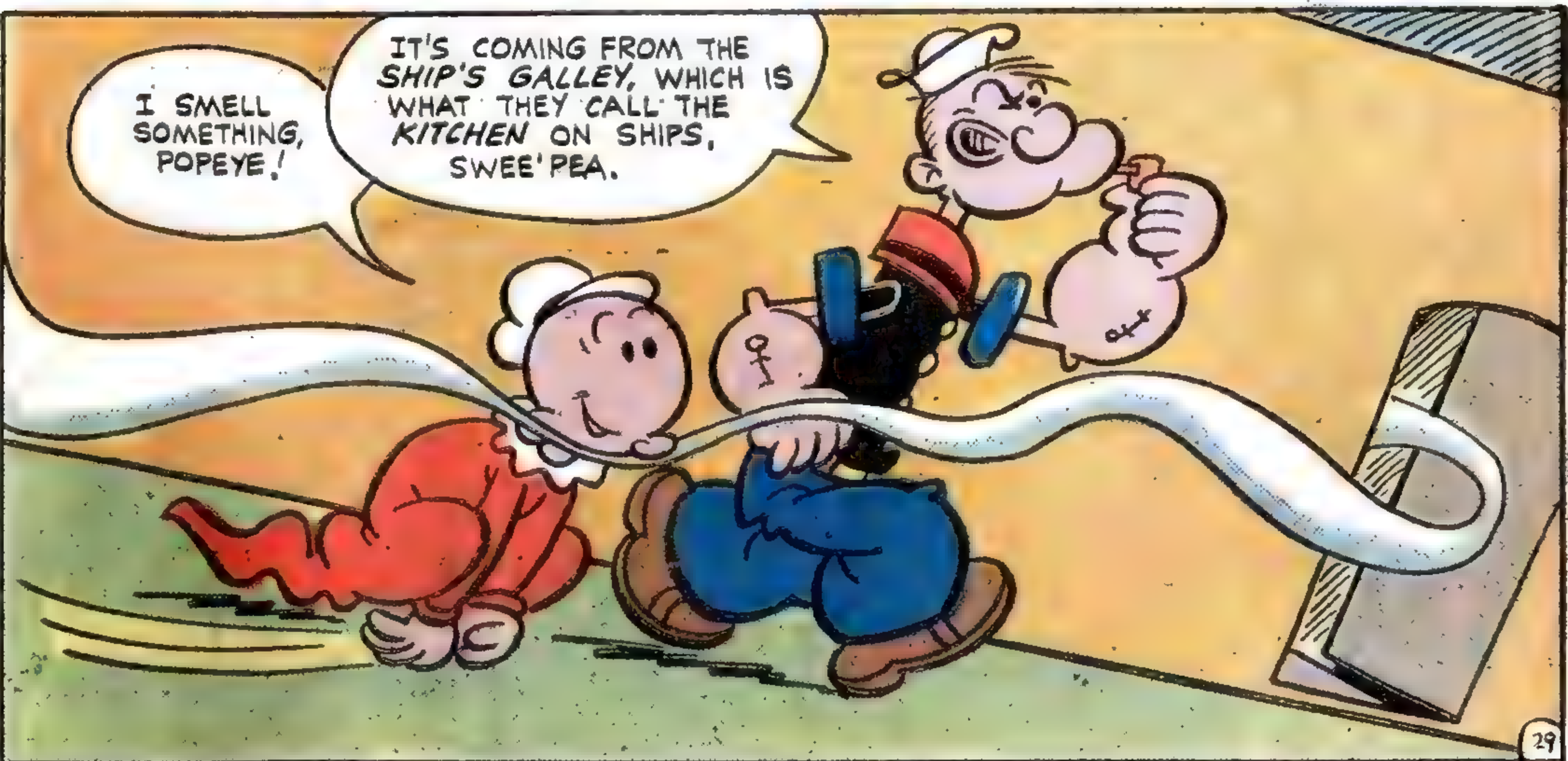


**ENGINEERING OFFICERS** MAINTAIN AND OPERATE ALL MACHINERY ABOARD SHIP. **OILERS** ASSIST THE ENGINEERING OFFICER.

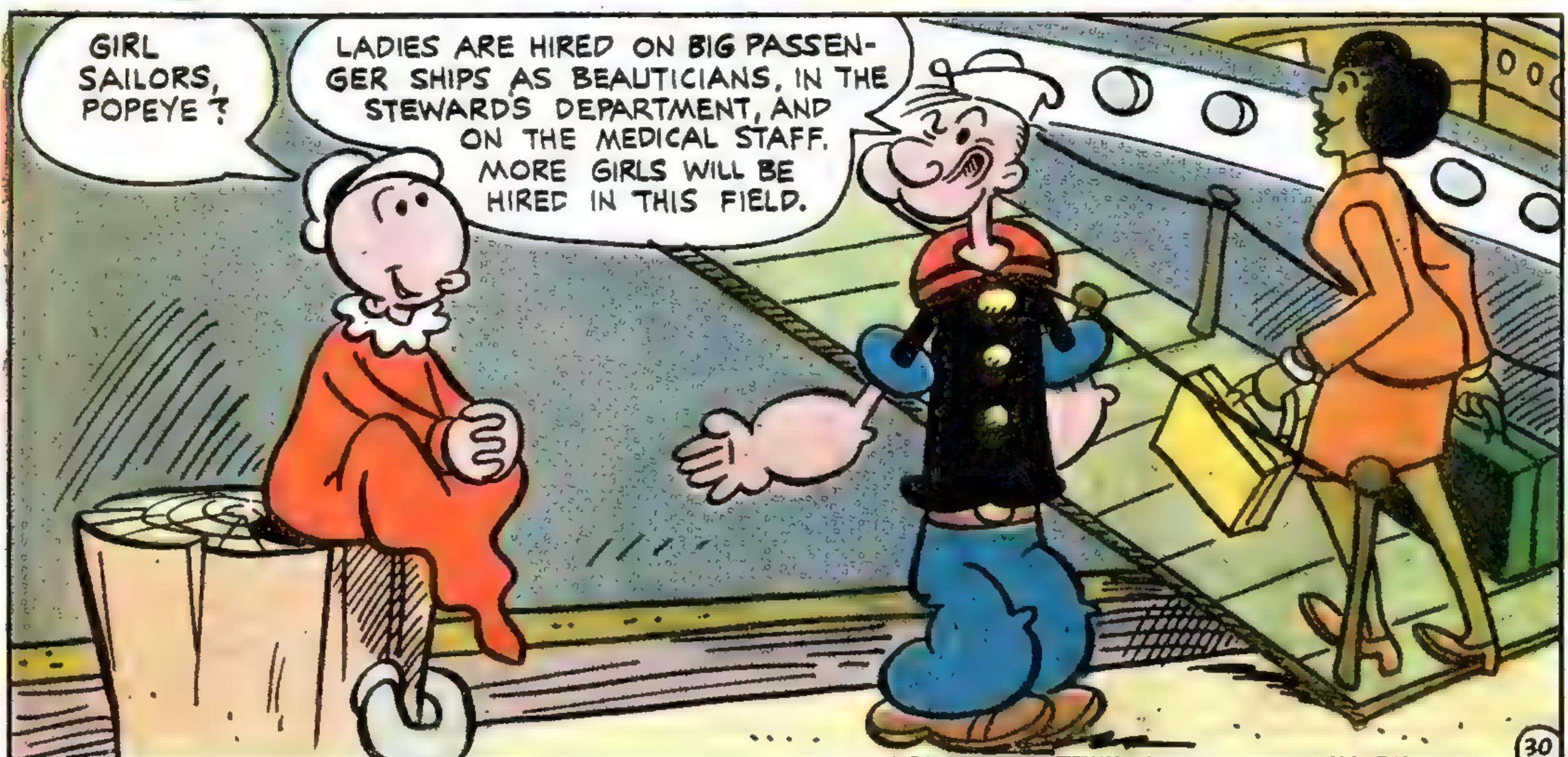
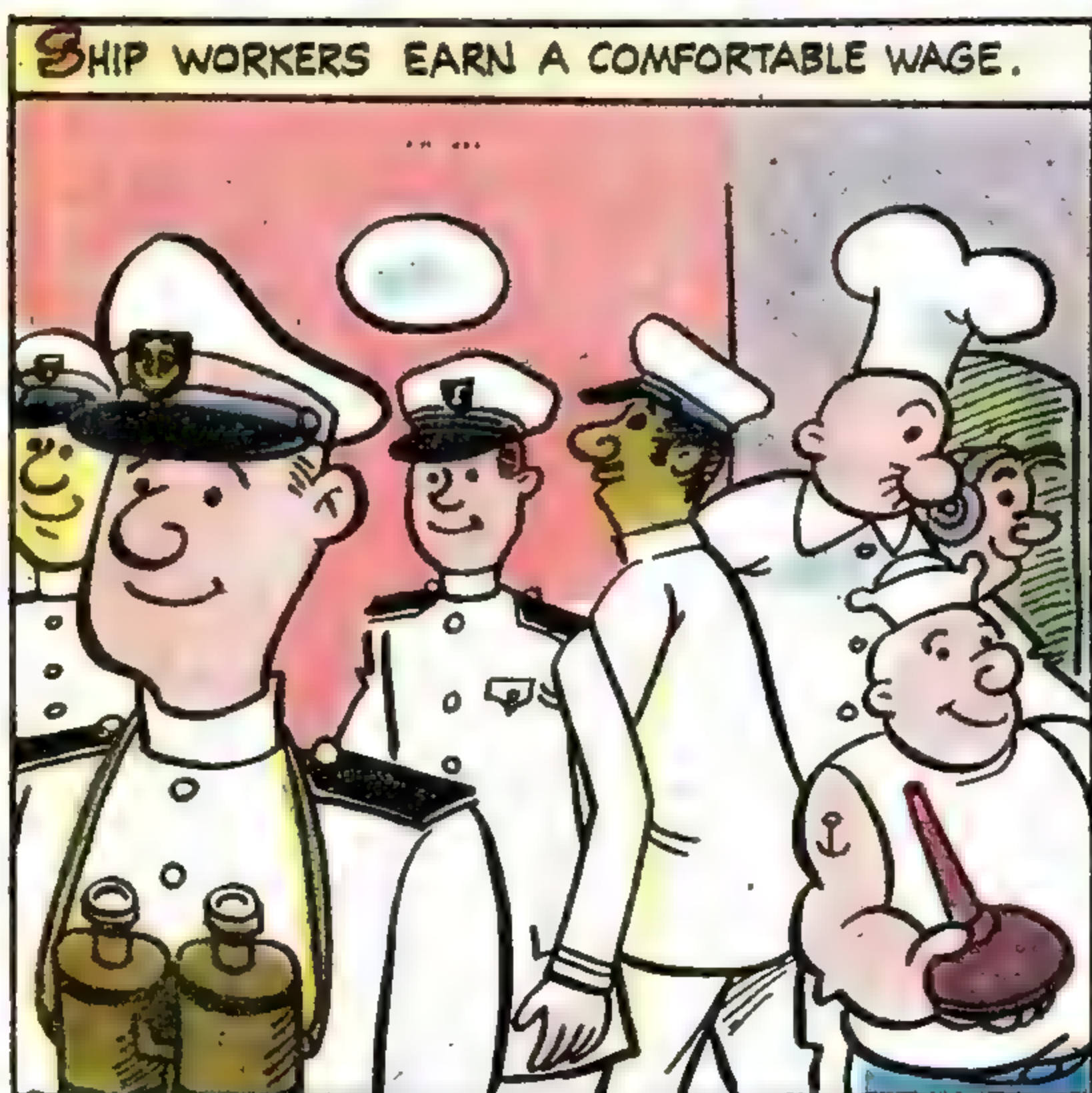


I SMELL SOMETHING, POPEYE!

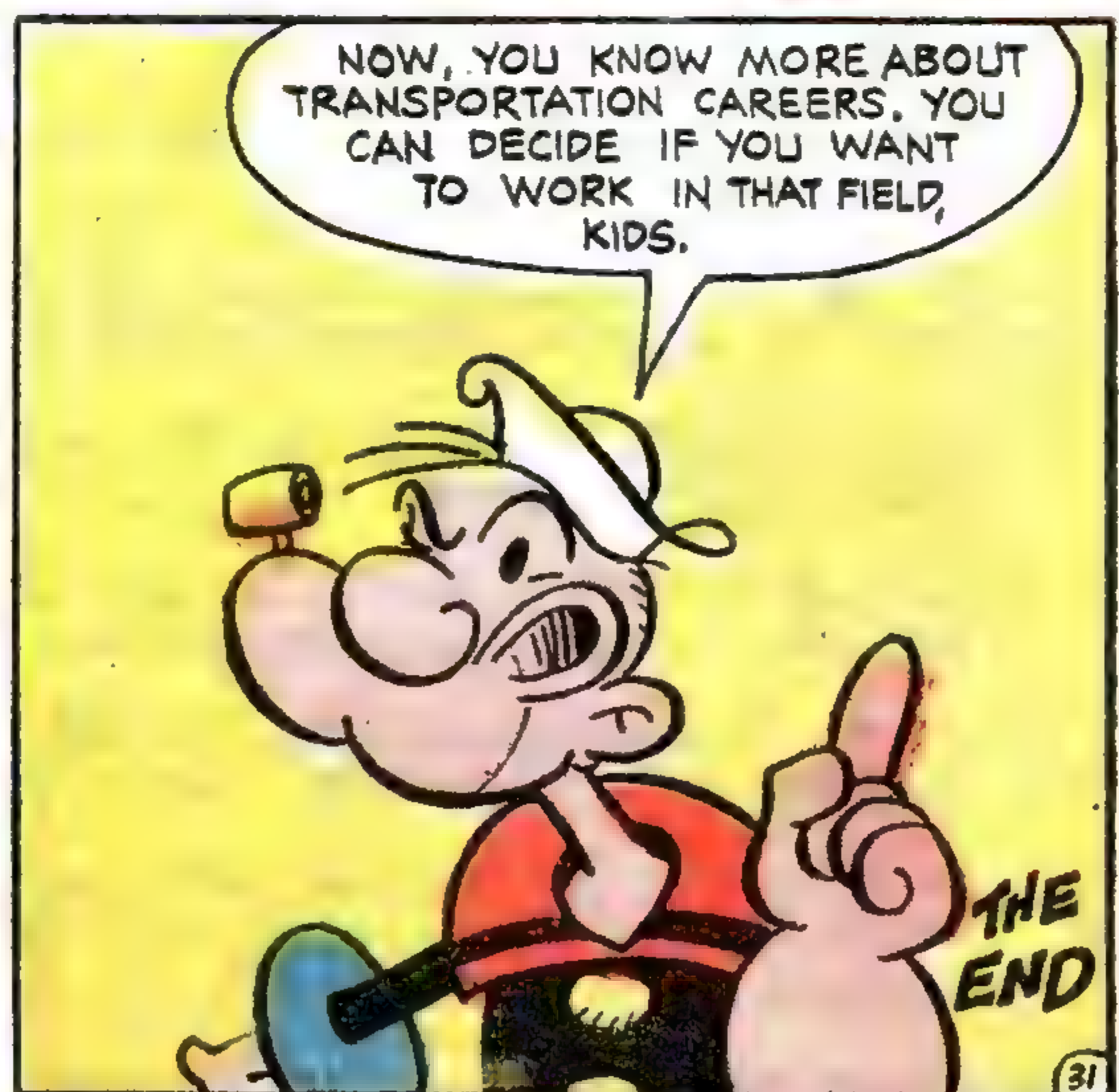
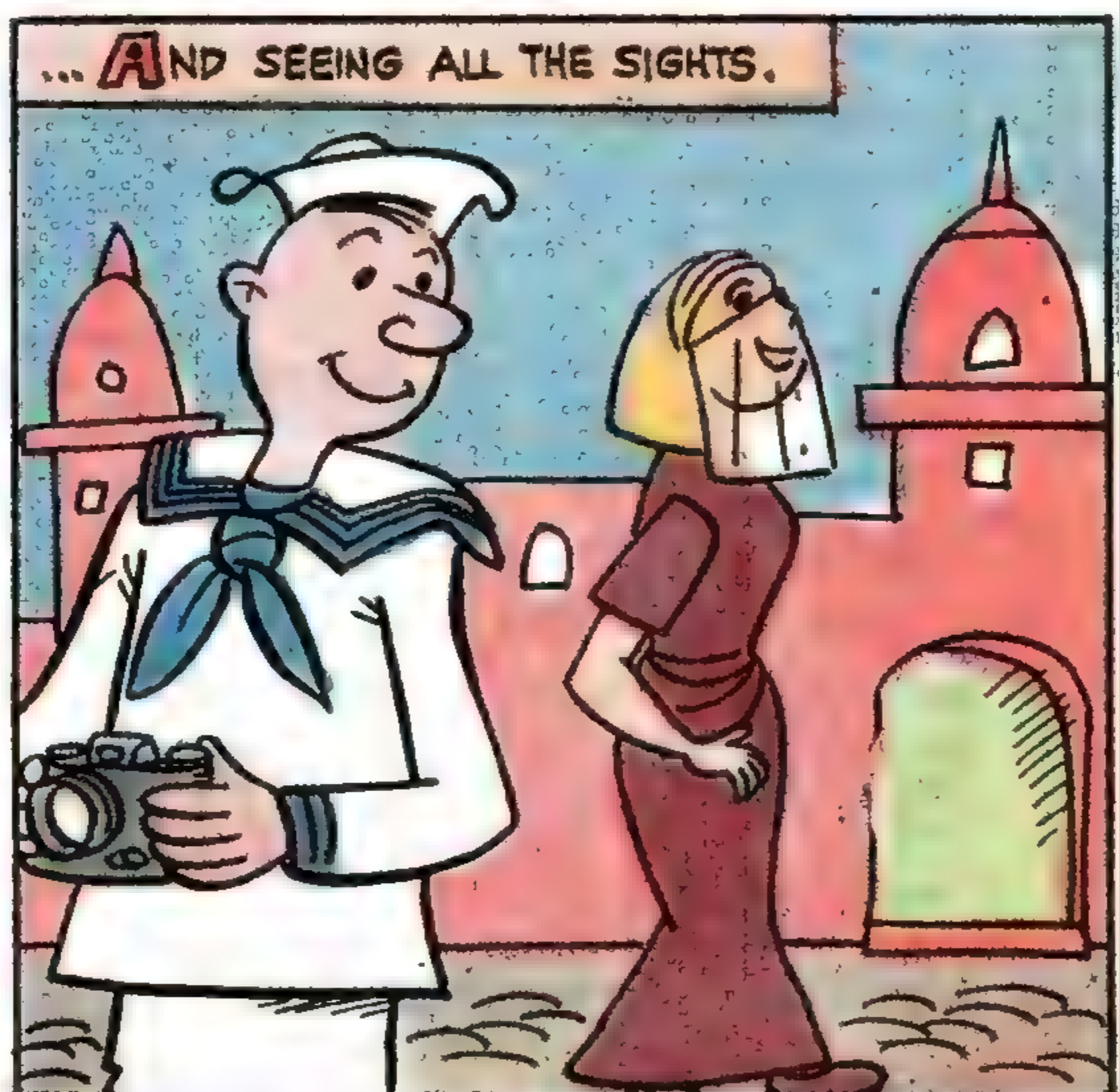
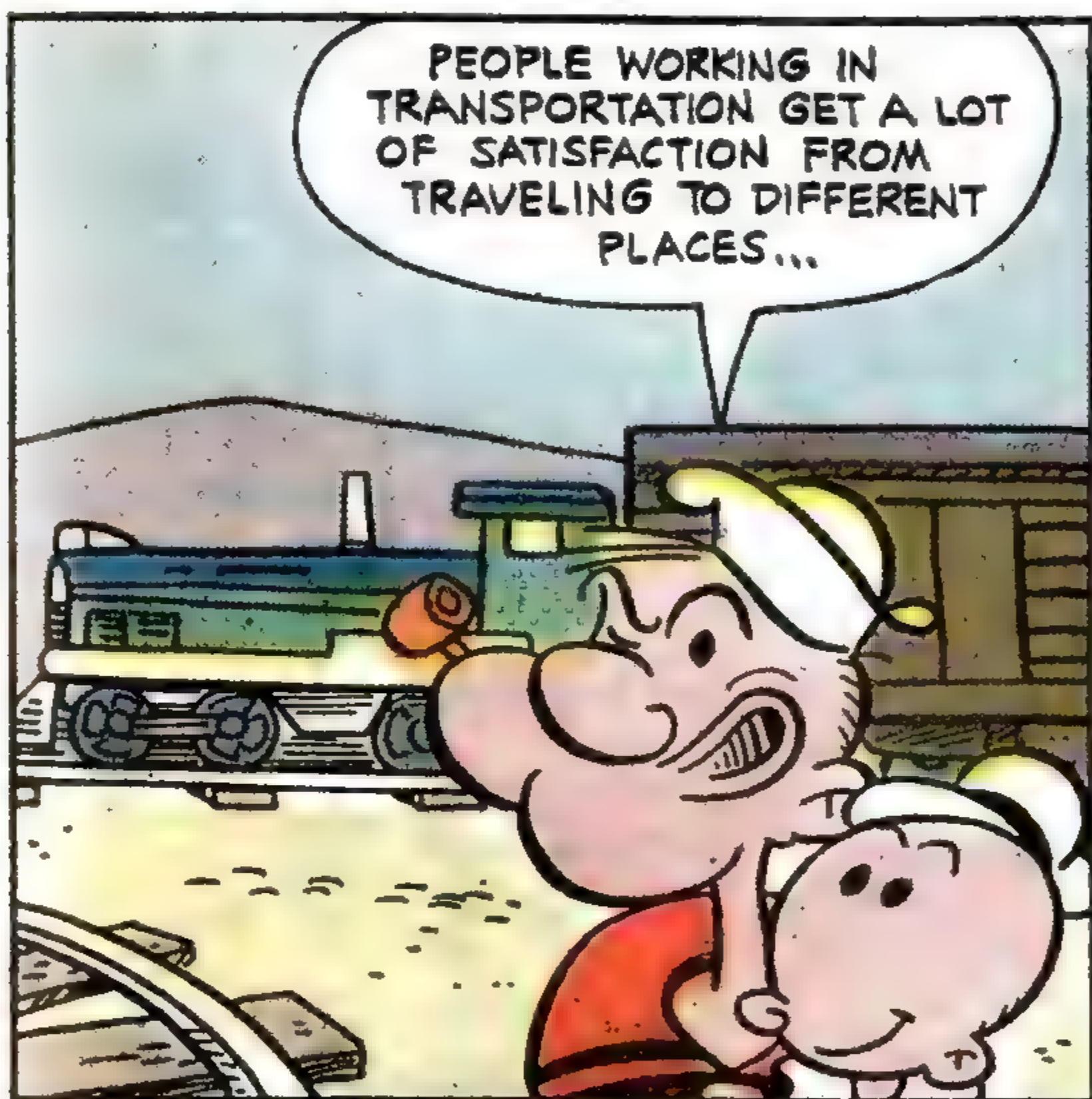
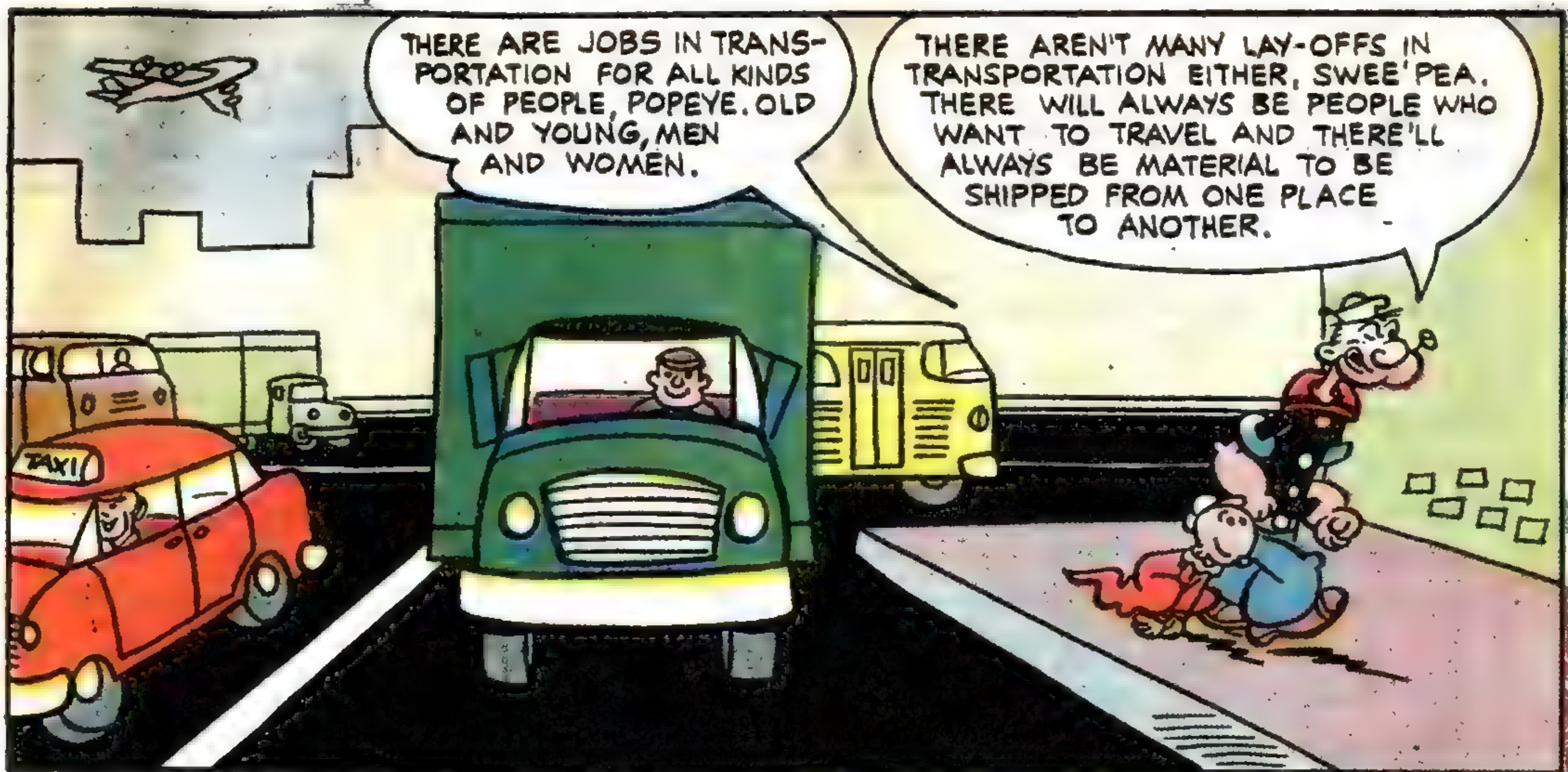
IT'S COMING FROM THE SHIP'S GALLEY, WHICH IS WHAT THEY CALL THE KITCHEN ON SHIPS, SWEET PEA.













# CAN YOU ANSWER THESE?

1. LIST FIVE TRANSPORTATION JOBS YOU THINK YOU MIGHT ENJOY.  
LIST THE TRAINING YOU WOULD NEED NEXT TO EACH JOB.  
YOU CAN FIND THE ANSWERS IN THIS BOOK.

JOB

TRAINING

_____	_____
_____	_____
_____	_____
_____	_____

2. DID YOU FIND ANY JOBS YOU DID NOT KNOW ABOUT? CHECK ONE → YES NO

3. LIST SIX JOBS YOU DID NOT KNOW ABOUT.

\_\_\_\_\_

4. TRANSPORTATION JOBS ARE POSSIBLE WITH TRAINING WHICH COULD INCLUDE:  
CHECK ONE → YES NO YES NO

HIGH SCHOOL DIPLOMA	_____	_____	APPRENTICESHIP TRAINING	_____	_____
VOCATIONAL SCHOOL DIPLOMA	_____	_____	4 YEAR COLLEGE DEGREE	_____	_____
JUNIOR COLLEGE DEGREE	_____	_____	GRADUATE SCHOOL DEGREE	_____	_____
ON THE JOB TRAINING	_____	_____	NO HIGH SCHOOL DIPLOMA	_____	_____

5. JOBS IN TRANSPORTATION MAY BE FOUND IN:

CHECK ONE → YES NO YES NO

AIRPLANE & ELECTRONIC INDUSTRIES	_____	_____	BUS, TAXI & TRUCKING INDUSTRIES	_____	_____
SHIPPING & BOAT INDUSTRIES	_____	_____	PIPELINE INDUSTRIES	_____	_____
ARMED SERVICES	_____	_____	WORKING WITH PEOPLE	_____	_____
CITY, STATE & FEDERAL AGENCIES	_____	_____	WORKING WITH CARGO	_____	_____
RAILROAD & RAPID TRANSIT LINES	_____	_____	MECHANICAL MAINTENANCE	_____	_____

6. MANY JOBS IN TRANSPORTATION REQUIRE:

GOOD MANNERS	YES	NO	NEAT APPEARANCE	YES	NO	CORRECT SPEECH	YES	NO
DEPENDABILITY	_____	_____	PROMPTNESS	_____	_____	PATIENCE	_____	_____

7. ARE TRANSPORTATION JOBS POSSIBLE FOR MEN AND WOMEN OF ALL AGES? CHECK ONE → YES NO

8. DO TRANSPORTATION WORKERS OFTEN HAVE TO WORK DIFFERENT SHIFTS? \_\_\_\_\_

9. DO TRANSPORTATION WORKERS SOMETIMES HAVE TO WORK AWAY FROM HOME? \_\_\_\_\_

10. DO SOME TRANSPORTATION JOBS REQUIRE WORKING IN ALL KINDS OF WEATHER? \_\_\_\_\_

11. DO ALL PROFESSIONAL TRANSPORTATION WORKERS NEED A COLLEGE DEGREE? \_\_\_\_\_

12. DID POPEYE THINK THAT THE MORE DIFFICULT THE JOB WAS THE MORE SCHOOLING OR TRAINING IT WOULD TAKE? \_\_\_\_\_





# HEY, KIDS-

**T**HERE ARE JOBS IN TRANSPORTATION FOR ANYONE OLD ENOUGH WHO HAS A DESIRE TO WORK. SOME OF THESE JOBS REQUIRE MORE EDUCATION AND TRAINING THAN OTHERS, SOME MORE PHYSICAL OR MENTAL EFFORT THAN OTHERS, BUT ALL TRANSPORTATION JOBS ARE IMPORTANT. THERE IS PERSONAL DIGNITY, FINANCIAL REWARD, SATISFACTION IN A JOB WELL DONE, AND AN AWARENESS THAT ANY JOB, NO MATTER HOW SEEMINGLY UNIMPORTANT, IS VITAL TO THE SUPPORT OF PEOPLE IN OTHER JOBS. FOR EXAMPLE, A CONDUCTOR ON A RAILROAD TRAIN DOES NOT HAVE THE RESPONSIBILITY OF THAT OF THE PRESIDENT OF THE RAILROAD, BUT THE PRESIDENT WOULD NOT HAVE ANY OPERATING RAILROAD CARS WITHOUT THE CONDUCTOR.

**Y**OU CAN ALWAYS REMAIN IN A JOB YOU CHOOSE, WHETHER OR NOT IT REQUIRES EDUCATION AND TRAINING, OR ELSE USE THE JOB AS A STEPPING STONE TO ANOTHER GOOD JOB IN THE SAME CAREER AREA, SUCH AS **TRANSPORTATION**, IN THIS CASE. FOR EXAMPLE, YOU MIGHT START AND REMAIN AN AIRLINE TICKET AGENT, OR ELSE EVENTUALLY TRAIN AND EDUCATE YOURSELF TO BECOME A STEWARDESS, OR PILOT.

**M**OVING PEOPLE AND GOODS ACROSS LAND, AIR AND SEA FAST, SAFELY AND ECONOMICALLY IS WHAT TRANSPORTATION IS ALL ABOUT. WHETHER OR NOT YOU HAVE A PHYSICAL OR MENTAL HANDICAP, OR CAN EVEN SPEAK ENGLISH PROPERLY, THERE ARE OR WILL BE WORTH-WHILE JOBS OR EVEN CAREERS IN TRANSPORTATION FOR YOU.

**I**F YOU ARE INTERESTED IN KNOWING MORE ABOUT ANY OF THESE JOB OPPORTUNITIES IN TRANSPORTATION, SEE YOUR CAREER OR VOCATIONAL GUIDANCE DIRECTOR AT SCHOOL.

*Your Pal,  
Popeye*



**AND AWAYYY  
WE GO.....  
ARF-ARF**





JONES IS MY NAME...  
I'M ONE OF THE JONES BOYS.

